



CITY OF EUREKA GENERAL PLAN



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Policy Document



Adopted February 27, 1997
As amended through February 23, 1999



CITY OF EUREKA GENERAL PLAN

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PART I

GENERAL PLAN SUMMARY

INTRODUCTION



This General Plan describes a long-term vision for the physical development of Los Angeles and outlines policies, strategies, and programs to guide day-to-day decisions concerning Los Angeles' development. Designed to establish policy and guide and control planning decisions, the General Plan consists of two documents: the General Plan Policy Statement and a General Plan Implementation Report. This Policy Statement is divided into two major parts. Part I is the General Plan Summary, which provides background on the General Plan and outlines the plan's major content and programs. The long-term and more detailed Part II of the Policy Statement presents the City of Los Angeles' normal response to General Plan policy in the form of goals, policies, programs, implementation programs, and quantified objectives, expressed as facts and statistics.

NATURE, CONTENT, AND PURPOSE OF THE GENERAL PLAN

Every city and county in California must adopt a general plan. A general plan is a legal document that serves as a community's "constitution" for land use and development. The plan must be maintained and kept current, outlining proposals for the physical development of the county or city, and any laws and regulations which, in the exercise of agency's judgment, have resulted in its planning." (Government Code Section 65001 et seq.) The plan must be comprehensive, integrating all territory within the adopting jurisdiction, and it must be comprehensive in addressing all physical aspects of the community's development. While state law does not define "long term," most general plans look 15 to 25 years into the future.

The law specifically requires that the general plan address seven topics or "subjects": Transportation, circulation, recreation, housing, conservation, open space, and safety. The general plan must also address other topics the community deems relevant to its development. For each topic addressed, the plan must contain the expression of the intent of the community, an outline of the program, and outline specific programs for implementing those policies. The formal organization of the general plan is left to local discretion, but regardless of the format or format adopted, all substantive parts of the plan must be consistent with the law.

PREPARING AND ADOPTING THE GENERAL PLAN

Local governments have varied traditions in how they prepare their general plans. While the process is not uniform in preparing, they must consult with other agencies and interested public agencies and organizations and make the public to participate. (Government Code Section 65001 et seq.) Under the requirements of the law,

PART I

GENERAL PLAN SUMMARY



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PART I

GENERAL PLAN SUMMARY

I NTRODUCTION



This General Plan formalizes a long-term vision for the physical evolution of Eureka and outlines policies, standards, and programs to guide day-to-day decisions concerning Eureka's development. Designed to meet state general plan and coastal planning requirements, the General Plan consists of two documents: this *General Plan Policy Document* and a *General Plan Background Report*. This *Policy Document* is divided into two main parts. Part I is this General Plan Summary, which provides background about the General Plan and reviews the plan's major themes and proposals. The lengthier and more detailed Part II of the *Policy Document* presents the City of Eureka's formal statements of General Plan policy in the form of goals, policies, standards, implementation programs, and quantified objectives, expressed in both text and diagrams.

N ATURE, CONTENT, AND PURPOSE OF THE GENERAL PLAN

Every city and county in California must adopt a general plan. A general plan is a legal document that serves as a community's "constitution" for land use and development. The plan must be *comprehensive* and *long-term*, outlining proposals for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning." (Government Code Section 65300 et seq.) The plan must be comprehensive in covering all territory within the adopting jurisdiction and it must be comprehensive in addressing all physical aspects of the community's development. While state law does not define "long-term," most general plans look 15 to 25 years into the future.

The law specifically requires that the general plan address seven topics or "elements." These are land use, circulation (transportation), housing, conservation, open space, noise, and safety. The general plan may also address other topics the community feels are relevant to its development. For each topic addressed, the plan must analyze the significance of the issue in the community, set forth policy in text and diagrams, and outline specific programs for implementing these policies. The format and structure of the general plan is left to local discretion, but regardless of the format or issues addressed, all substantive parts of the plan must be consistent with one another.

P REPARING AND ADOPTING THE GENERAL PLAN

Local governments have broad latitude in how they prepare their general plans. State law requires local governments in preparing their plans to consult with other affected and interested public agencies and provide opportunities for the public to participate (Government Code Section 65350 et seq.) Under the requirement of the California Environmental Quality Act, draft general plans must be reviewed for

PURPOSE OF THE GENERAL PLAN

their potential environmental impacts, typically through preparation of an environmental impact report (EIR). Before the plan's adoption, both the planning commission and city council must hold public hearings, and the planning commission must make a recommendation to the city council.

Preparing, adopting and maintaining a general plan serves several important purposes:

- Establishes within City government the capacity to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the Eureka community;
- Identifies Eureka's environmental, social, and economic goals;
- Records the City government's policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development;
- Provides Eureka's citizens with information about their community and with opportunities to participate in the local planning and decision-making process;
- Improves the coordination of community development and environmental protection activities between the City, the County, and other regional, state, and federal agencies; and
- Establishes a basis for subsequent planning efforts, such as preparation of specific plans, redevelopment plans, and special studies, to deal with unique problems or areas in the community.

IMPLEMENTING THE GENERAL PLAN

Carrying out the plan following its adoption requires a multitude of individual actions and ongoing programs involving virtually every City department and many other public agencies and private organizations. The legal authority for these various actions and programs derive from two essential powers of local government: corporate and police powers. Using their "corporate power," local governments collect money through bonds, fees, assessments, and taxes, and spend it to provide services and facilities such as police and fire protection, streets, water systems, sewage disposal facilities, drainage facilities, and parks. Using their "police power," local governments regulate the use of private property through zoning, subdivision, and building regulations in order "to promote the health, safety, and welfare of the public." The general plan provides the formal framework for the exercise of these powers by local officials.

To ensure that the policies and proposals of the general plan are systematically implemented, state law since the early 1970s has increasingly insisted that the actions and decisions of local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have

REVISING AND AMENDING THE GENERAL PLAN

supported and furthered this trend through their interpretations of state law. Generally, zoning must be consistent with the general plan (although charter cities like Eureka are exempt from this requirement). Local government approval of subdivisions must be consistent with the general plan. Local public works projects must be consistent with the general plan. The same is true for development agreements, coastal zoning, redevelopment plans, specific plans, and many other plans and actions of cities and counties.

The general plan is a long-term document with a planning horizon of 15 to 25 years. To achieve its purposes, the plan must be flexible enough to respond to changing conditions and at the same time specific enough to provide predictability and consistency in guiding day-to-day land use and development decisions. Over the years, conditions and community needs change and new opportunities arise; the plan needs to keep up with these changes and new opportunities. Every year the Planning Commission should review the plan's implementation programs to assess the City's progress in carrying out the plan. Every five to ten years, the plan should be thoroughly reviewed and updated as necessary. From time to time, the City will be asked to consider proposals for specific amendments to the plan. The City will initiate some of these proposals itself, but most will be initiated by private property owners and developers. Most general plan amendments involve changes in land use designations for individual parcels.

State law limits general plan amendments to four times per year, but each amendment can include multiple changes. Like the adoption of the general plan itself, general amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan.

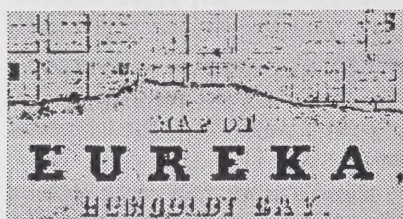
REGIONAL SETTING AND PLANNING AREA

Located on California's North Coast, Eureka is the westernmost city of the contiguous United States and the largest coastal city in California north of San Francisco. Eureka is situated on Humboldt Bay, which is the most important port between San Francisco and Coos Bay, Oregon. San Francisco is approximately 275 miles south of Eureka, Portland is approximately 350 miles north, and Redding is approximately 150 miles east. Figure 1 shows Eureka's location within the county, state, and region.

The Planning Area for the Eureka General Plan (also referred to as the "Study Area") includes incorporated Eureka (within the city limits) plus territory east to Indianola including Freshwater Corners, south to the northern boundary of the College of the Redwoods, west to include the Samoa Peninsula, and north to just above the town of Samoa. The Planning Area (including the incorporated city) contains approximately 46.8 square miles (29,960 acres) of land and water area, including streets and other rights-of-way.

Eureka's current city limits (1997) are defined on the west and north by Humboldt Bay and Arcata Bay, respectively, and include Indian and

EUREKA'S HISTORICAL DEVELOPMENT



Excerpt from early map of Eureka

Woodley Islands. On the east, the city limit line extends to Indianola Cutoff and then runs in a westerly direction parallel with Arcata Bay south of Murray Field to Harrison Avenue, excluding Myrtle Towne. On the south, the city limits extend to the Eureka Municipal Golf Course, but exclude the Cutten and Pine Hill areas. The incorporated city contains approximately 16.4 square miles (10,477 acres) of land and water area, including streets and other rights-of-way. Figure 2 shows the Eureka city limits and the City's sphere of influence.

Before European settlement, the region that includes present-day Eureka was populated by the Wiyot Indians. The Wiyot lived in several villages of split redwood plank dwellings along the protected shores of Humboldt Bay and near the mouths of the Eel and Mad Rivers. They fished and traveled between villages in redwood dugout canoes and lived largely on salmon, steelhead, deer, elk, and acorns. Because of their sophisticated fishing technology, the Wiyot were able to maintain one of the highest population densities in prehistoric northern California.

Soon after Europeans established their first settlements on Humboldt Bay, the Wiyot population was decimated by Euro-American violence and diseases. Those who did not die from these causes were displaced from their villages and driven to reservations or marginal lands within the Humboldt Bay Region.

Following sporadic exploration of the north coast and Humboldt Bay in the late 1700s and early 1800s, Euro-Americans established their first permanent settlement on Humboldt Bay in 1850. Maps and drawings from the 1860s suggest an early vision of Eureka as a major city. By the late 1800s, a regular grid street pattern stretched from A Street on the west to Z Street on the east and from First Street along the waterfront to Harris Street.

Eureka's early settlers claimed large pieces of property and sold off smaller blocks or lots. People bought single lots and erected houses, either on their own or through hired carpenters and their crews. Sometimes individuals or families bought entire blocks, constructed family houses, and then subdivided the remaining land. Others subdivided large tracts of land into lots and streets. Many of today's residential neighborhoods developed in these early additions. By 1890, Eureka had a population of about 7,000.

By the 1920s, Eureka was an up-and-coming city, with a population of 14,000 and an area of about 12 square miles on which to build the "future metropolis of northern California." At that time, the urbanized area covered only a square mile. It was, however, a modern place with paved streets, gas and electric lights, an electric car service, a municipal water system, a polytechnic high school, extensive manufacturing plants, a ferry system to the Samoa Peninsula, five local railroad lines, a magnificent harbor, and rail connections to the outside world.

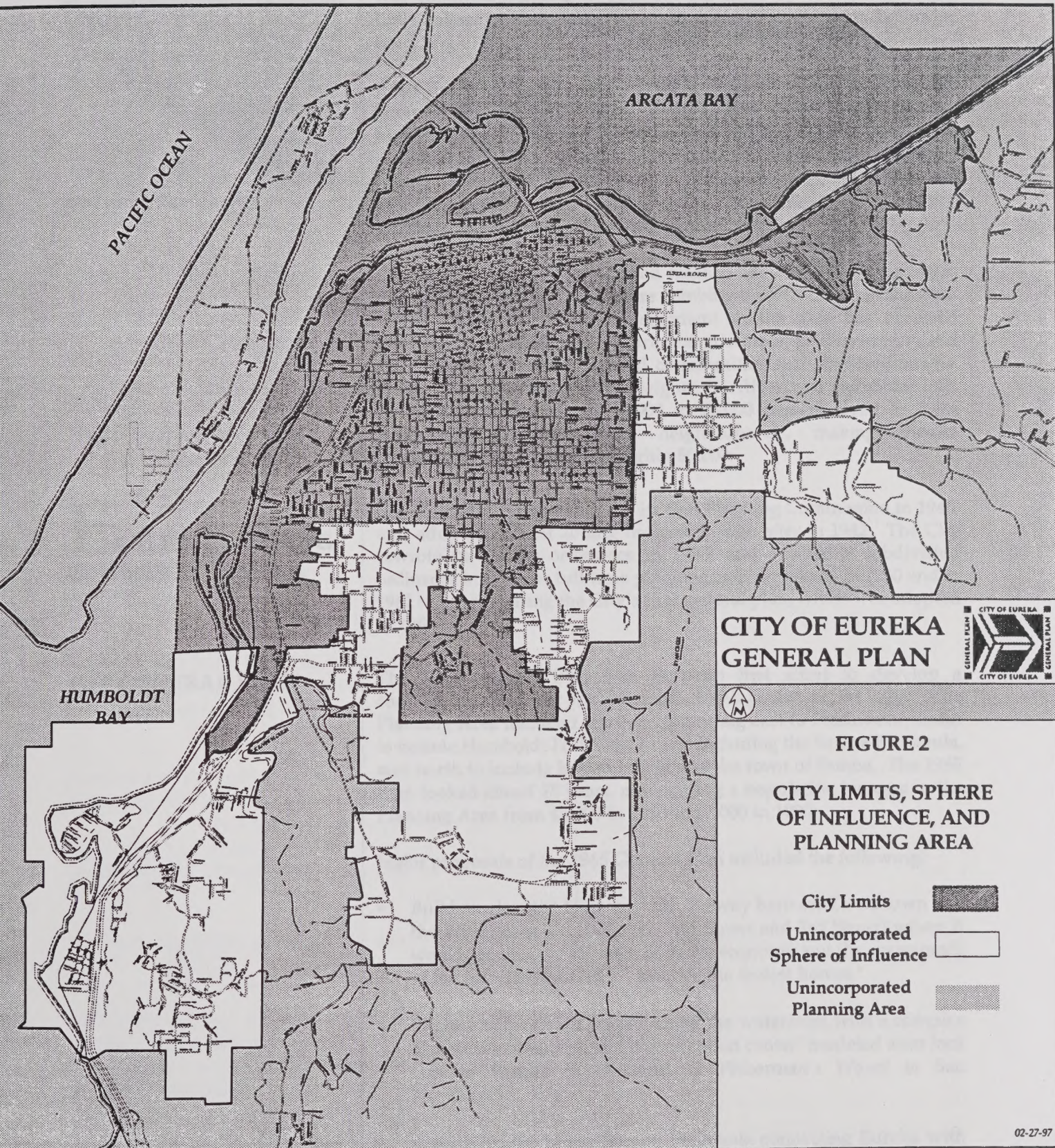


CITY OF EUREKA GENERAL PLAN



FIGURE 1

EUREKA LOCATION





1902 view of Eureka waterfront

The Depression slowed residential construction in Eureka, yet there was continual building throughout the 1930s up to the war years. Little residential construction occurred during the war years, however; not a single subdivision map was filed between 1940 and 1947.

After the War, Eureka experienced a building boom matching the boom in the logging industry. Building and construction hit a new high in 1948 with housing for returning veterans and new workers in great demand. Housing tracts built during this era expanded Eureka's residential areas on the south and east, creating entire neighborhoods of similar-style houses within a matter of months. By the 1950s, Eureka's population had grown to nearly 23,000.

Eureka's incorporated population reached about 28,000 in the 1960s, then declined in the 1980s before climbing back to 28,000 in the mid-1990s. Since the 1950s, development in the area has occurred increasingly beyond the city's original grid street pattern in hilly and steep terrain in unincorporated communities such as Myrtle town, Cutten, Pine Hill, Ridgewood Heights, Elk River, and Humboldt Hill. As of 1997, an estimated 20,000 to 25,000 persons lived in these surrounding unincorporated neighborhoods, making Eureka effectively a community of roughly 50,000.

EARLIER PLANNING EFFORTS IN EUREKA

The City of Eureka established its first Planning Commission in 1940, and adopted its first zoning ordinance soon after in 1942. The City rewrote its zoning ordinance in 1953, and enacted a subdivision ordinance in 1957. A full-time planning staff was hired in 1960 and in 1962 began preparing the City's first general plan, which was adopted in 1965.

1965 GENERAL PLAN

The 1965 General Plan was Eureka's first effort to develop a coordinated plan for the physical development of the city. The Planning Area included territory extending east to Freshwater, south to include Humboldt Hill, west to and including the Samoa Peninsula, and north to include Indian Island and the town of Samoa. The 1965 Plan looked ahead 25 years, anticipating a population increase in the Planning Area from 43,000 in 1960 to 57,000 in 1990.

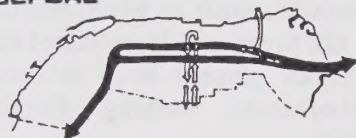
Major proposals of the 1965 General Plan included the following:

- Build an elevated Highway 101 freeway between Downtown and the Waterfront (i.e., between 2nd Street and 3rd Street) where it would "do most to enhance both the economy and the appearance of the community, and . . . remove the fewest homes."
- Replace vacant warehouses along the waterfront with a complex of motels, restaurants, and a convention center "modeled after Jack London Square in Oakland or Fisherman's Wharf in San Francisco."
- Build a bridge to the Samoa Peninsula connecting Eureka with Indian Island, Woodley Island, and the peninsula.

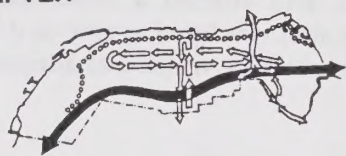
- Combine City park land with elementary school playgrounds and develop community parks in Cooper Gulch and in Harrison Avenue Gulch.
- Retain gulches in their natural condition "because they are among the most important contributors to Eureka's desirability as a residential community."

1973 CORE AREA PLAN

BEFORE



AFTER



Source: Eureka Core Area Development Plan, January 1973.

In January 1973, the City of Eureka completed a Core Area/Downtown-Waterfront Development Plan. Using 1990 as its planning horizon, the document contained a precise plan, a design plan, an implementation plan, and design guidelines.

Major proposals of the 1973 Core Area Plan included the following:

- Build a depressed freeway between 9th Street and 10th Street (instead of an elevated freeway between 2nd and 3rd Streets).
- Redevelop the "West End Industrial Area," extending westward from Highway 101 and southward from the rail yards, to accommodate industrial development. One use targeted by the plan as particularly well-suited to the site was an auto center.
- Redevelop the "West End Commercial Area," extending westward from C Street and including the rail yards, to accommodate new commercial development.
- Expand the Small Craft Harbor and construct a new marina in the area now occupied by the Adorni Center.
- Develop a waterfront park at the foot of F Street and extend a boardwalk from C Street to M Street. The plan also proposed to concentrate tourist, recreation, and specialty shops between C and G Streets.
- Transform F Street and portions of 4th Street into a covered pedestrian mall between the Waterfront and the proposed crosstown freeway (approximately Tenth Street).
- Develop Old Town in an eight-block area between I and M Streets and 2nd and 3rd Streets.
- Develop a significant amount of new housing along the bayshore east of what is today the Samoa Bridge.

1977 GENERAL PLAN

In September 1977, the City of Eureka adopted a new General Plan consisting of a policy document and 13 technical background reports. The 1977 General Plan incorporated proposals from both the 1965 General Plan and the 1973 Core Area Plan. The document identified three concepts as basic to the structure of the plan: compatibility, convenience, and the neighborhood unit. Unlike previous plans, the



1977 General Plan focused attention primarily on Eureka's neighborhood life.

The Planning Area for the 1977 General Plan was significantly smaller than the Planning Area for the 1965 General Plan. The 1977 Planning Area included territory extending east to include Indianola Cutoff and Old Arcata Road, south to the southern city limits, west to and including the Samoa Peninsula, and north to include Indian Island and the town of Samoa. Missing from the 1977 Planning Area was the territory east to Freshwater and south to Humboldt Hill that was previously included in the 1965 General Plan. The 1977 General Plan looked ahead approximately 20 years to 1995 and anticipated that the population in the Planning Area would grow to between 43,900 and 51,900 during this time frame.

Major proposals of the 1977 General Plan included the following:

- Maintain and upgrade the city's neighborhood environment and encourage infill development based on a "neighborhood-unit concept."
- Direct new development into "non-sensitive, non-hazardous" open space adjacent to the city's gulch greenways.
- Develop eight new neighborhood parks (in Jefferson, Lundbar Hills, Samoa, LaFayette, Worthington, Grant, Pine Hill, and along the Waterfront near K Street) and seven waterfront plazas along Humboldt Bay shores, and create a formal gulch greenway system.
- Develop a new marina on Woodley Island.
- Expand commercial use on the east side of town in the Bazaar-Montgomery Ward area and revitalize the Central Business District according to the 1973 Core Area Plan.
- Concentrate industrial uses on the west side of town and upgrade the northwestern waterfront area for fishery-related uses.

1984 LOCAL COASTAL PROGRAM



In May 1984, the City of Eureka adopted its Local Coastal Program (LCP) in accordance with the California Coastal Act. The LCP included a Land Use Plan (LUP) that governed land use and development within the Coastal Zone. Upon adoption in 1984, the LUP superseded the 1977 General Plan and preexisting zoning for the area of Eureka within the Coastal Zone. The LCP contains numerous goals and policies related to land use that are implemented primarily through land use and zoning designations, which, in the case of Eureka's LCP, are synonymous (i.e., land use designations also serve as zoning designations).

This General Plan updates and supersedes the Land Use Plan of the 1984 Local Coastal Program. Appendix B describes how the land use

HOW THIS GENERAL PLAN WAS PREPARED



maps, policies, and programs of the LUP have been reflected in this plan.

The City of Eureka initiated its General Plan Update program in December 1992 when it retained a multi-disciplinary consulting team headed by J. Laurence Mintier & Associates to assist the City in its comprehensive update. As the initial step in the update, in Spring 1993, the consulting team collaborated with the City's Community Development Department to reach out to the community to identify the important planning issues in Eureka. This outreach consisted of three separate efforts: a community concerns survey, interviews with City officials, and a townhall meeting. The results of these efforts were summarized in the *Community Concerns Summary Report*, published in June 1993. Also, in June 1993, the consulting team conducted a weekend-long community design charrette (workshop) at the Adorni Center to focus attention on Downtown, Old Town, and the Waterfront. The purpose of the charrette was to solicit public comment on the Core Area, specifically to explore ways to link the Downtown, Old Town, and the Waterfront into a coherent town center. The charrette resulted in a series of schematic drawings that responded to community concerns. These drawings focused on land use, circulation and parking, and urban design factors such as historic preservation, pedestrian and economic vitality, and the quality of public space.

The first major report produced as part of the General Plan Update was the *Draft General Plan Background Report* describing existing conditions and trends in Eureka. After publication of the *Draft Background Report* in January 1994, the next major step in the Update process was to identify key constraints, opportunities, and options for the General Plan and to summarize them for public review. The result was the *Constraints, Opportunities, and Directions Report*, published in October 1994, which presented the most critical policy issues to be addressed in the new General Plan. These issues emerged from the *Draft General Plan Background Report*, *Community Concerns Summary Report*, the community design charrette conducted in June 1993, and extensive discussion with local officials and other community and business leaders.

Following publication of the *Constraints, Opportunities, and Directions Report*, the City held a townhall meeting in early November 1994 to present the report to the public, and in November and December 1994 the City Council and Planning Commission held joint public hearings to receive public input on the report.

In January and February 1995, the Planning Commission deliberated on the report and formulated its recommendations to the City Council. In March and April 1995, the City Council in turn deliberated and, by resolution, provided staff and the Consultants with policy direction for preparing the Draft General Plan. That direction provided the foundation for development of new policies and modification of existing policies for incorporation into this *Policy Document*.

ORGANIZATION OF THE GENERAL PLAN

GENERAL PLAN BACKGROUND REPORT

Following publication of the *Draft General Plan* and the *Draft EIR* on the plan in July 1996, the City held a townhall meetings and public hearings to receive public comments. In October, the Planning Commission deliberated and formulated its recommendations on the plan. The City Council in turn deliberated and provided policy direction on the plan in January 1997. Following final revisions by staff and Consultants, the City Council adopted the plan in February 1997.

As noted in the Introduction, the *Eureka General Plan* consists of two documents: the *General Plan Background Report* and this *General Plan Policy Document*.

The *General Plan Background Report*, which inventories and analyzes existing conditions and trends in Eureka, provides the formal supporting documentation for general plan policy. It addresses the following 11 subject areas:

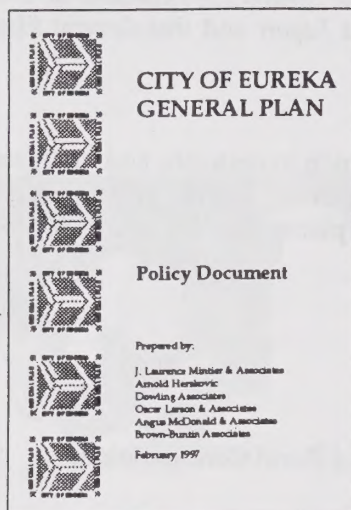
- Chapter 1: Land Use
- Chapter 2: Housing
- Chapter 3: Urban Form and Design
- Chapter 4: Population
- Chapter 5: Economic Conditions and Fiscal Considerations
- Chapter 6: Transportation
- Chapter 7: Public Facilities and Services
- Chapter 8: Recreational and Cultural Resources
- Chapter 9: Natural Resources
- Chapter 10: Safety
- Chapter 11: Noise

GENERAL PLAN POLICY DOCUMENT

This *General Plan Policy Document* is divided into two main parts. Part I is a summary of the General Plan, describing the nature of the plan, highlighting the key issues addressed in the plan, setting forth a vision of the city's development, and outlining the plan's main proposals. Part I does not constitute formal general plan policy, but is rather a guide to understanding and interpreting Part II of the *Policy Document*.

Part II contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of the City of Eureka for land use, development, and environmental quality. Part II is divided into eight sections roughly corresponding to the organization of issues addressed in the *General Plan Background Report*:

- Section 1: Land Use and Community Design
- Section 2: Housing



- Section 3: Transportation
- Section 4: Public Facilities and Services
- Section 5: Recreational and Cultural Resources
- Section 6: Natural Resources
- Section 7: Health and Safety
- Section 8: Administration and Implementation

Each section includes goal statements relating to different sub-issues or different aspects of the issue addressed in the section. Under each goal statement there are policies which amplify the goal statement. Implementation programs are listed at the end of each section and describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program. Section 1 (Land Use and Community Design) also describes the designations appearing on the Land Use Diagram and outlines the legally-required standards of population density and building intensity for these land use designations. Section 3 (Transportation) contains a diagram depicting the proposed circulation system and a description of the street classification system. Section 2 (Housing) also includes a statement of quantified housing objectives required by state law as part of the housing element.

The following statements define goals, policies, standards, implementation programs, and quantified objectives as they are used in this document:

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Policy: A specific statement in text or diagram guiding action and implying clear commitment.

Standard: A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

Implementation Program: An action, procedure, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Quantified Objective (Housing only): The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the Housing Element.

This *Policy Document* concludes with a Glossary of key terms used in the document and an appendix summarizing the City's coastal land use policy.

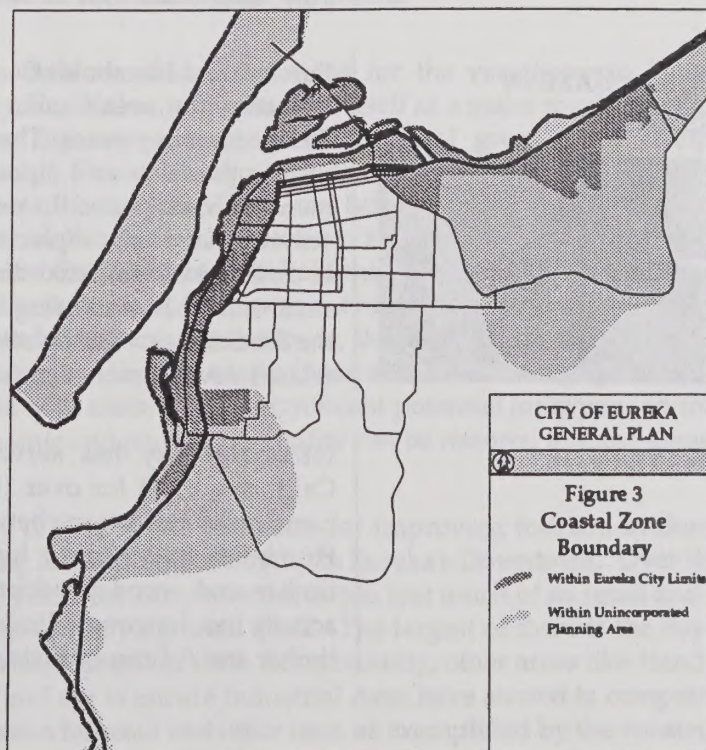
LOCAL COASTAL LAND USE PLAN

In addition to the *General Plan Background Report* and *General Plan Policy Document*, an *Environmental Impact Report* analyzing the impacts and implications of the *General Plan* was prepared in conjunction with the *Draft Policy Document*. The EIR, which is not formally part of the *General Plan*, was prepared to meet the requirements of the California Environmental Quality Act.

This *Policy Document* includes policies, programs, and proposals designed specifically to meet California Coastal Act requirements. This plan updates and, following Coastal Commission approval, will supersede the City's *Coastal Land Use Plan*, which was part of the City's *Local Coastal Program* adopted in 1984.

The California Coastal Act of 1976 requires every city and county lying partly or wholly within the designated coastal zone to prepare a Local Coastal Program. The Coastal Act defines a Local Coastal Program as "a local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, (d) within sensitive coastal resource areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions of this division at the local level." (Resources Code Section 30108.6)

The policies, programs, and proposals in this *Policy Document* designed to meet Coastal Land Use Plan requirements apply only to land within the city limits of Eureka. Humboldt County's own *Local Coastal Program* regulates land use and development within unincorporated coastal zone areas surrounding Eureka. Figure 3 shows both the incorporated and unincorporated areas falling within the coastal zone defined by state law.



In this *Policy Document*, policies, programs, standards, and plan proposals designed to meet Coastal Act requirements are noted with the following wave symbol: . Policies, programs, standards, and plan proposals with the coastal notation, however, also apply outside the coastal zone unless their application is explicitly limited to the Coastal Zone.

EUREKA GENERAL PLAN CONTEXT

The following discussions briefly describe conditions and trends in Eureka that are the context for this General Plan.

POPULATION AND EMPLOYMENT CENTER OF THE NORTH COAST

As of January 1996, 27,500 people lived within Eureka's city limits, with another 20,000 to 25,000 residents in unincorporated areas immediately adjacent to the city. This combined population of approximately 50,000 makes Eureka the second largest urban area in the north part of the state (after Redding) and the largest urban area in the North Coast region. Eureka is also the economic and governmental center of the North Coast region. It captures a large part of the retail sales and visitor accommodation activity in the region and, as the county seat, is home to numerous local, regional, state, and federal offices.

HIGH SCENIC AND RECREATIONAL VALUE

Eureka is located in the midst of great natural beauty. The city commands dramatic views of Humboldt Bay and is flanked on the east and south by wetlands and agricultural lands. To the southeast, the city's topography rises to merge with the Pacific Coast Range that forms a scenic backdrop to the Humboldt Bay plain. Eureka has tens of thousands of acres of public recreation lands within a one-hour driving radius, including Redwood National Park, Six Rivers National Forest, Humboldt Bay National Wildlife Refuge, Patrick's Point State Park, and Humboldt Redwoods State Park.

ECONOMIC BASE IN TRANSITION

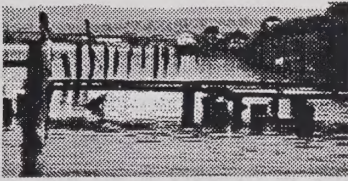


Eureka's and Humboldt County's economy is in transition. The timber industry, the area's main historical economic activity, has been in decline for many years. The fishing industry is also in decline, but due to new products and aquaculture activities, has managed to hold its own in recent years. In recent years, government, service, and retail activities have been replacing these traditional sources of employment in the Eureka area. According to recent economic reports, tourism and small-scale manufacturing hold promise for economic development in the Eureka area. On the other hand, the prospects for significant port-related development appear to be limited in the next 10 to 15 years.

DEEPWATER PORT

Humboldt Bay has served as a major seaport on the Northern California coast for over 100 years. It is the only deep-draft port of commercial importance between San Francisco and Coos Bay, Oregon. Humboldt Bay Harbor historically served large ships transporting timber and wood products and a substantial fishing fleet. Harbor activity has, however, diminished substantially with the decline of the timber and fishing industries.

WATERFRONT

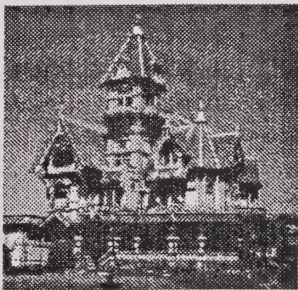


Eureka has an extensive urban waterfront—some seven miles long—devoted primarily to commercial and industrial uses. There are six deepwater cargo facilities and eight fishing boat and other facilities in the incorporated area alone. There are also numerous warehouses, seafood processing plants, and other structures on the waterfront. However, much of Eureka's urban waterfront is in disrepair and/or underutilized. The development and redevelopment of the waterfront is subject to strict coastal regulations and is constrained in many areas by the presence of toxic soils, contaminated groundwater, and unresolved tideland jurisdictional issues.

LIMITED VACANT DEVELOPABLE LAND

There is very little vacant developable land remaining within Eureka's city limits. By 1995, the city limits contained less than 30 acres of vacant residentially-zoned land, with the capacity to accommodate fewer than 300 new housing units. Vacant developable industrial and commercial land is also in short supply. Annexation potential is constrained by topographical, environmental, and financial impediments, and much of the surrounding unincorporated area is already developed.

HISTORIC BUILDING STOCK



Eureka has an impressive legacy of historically-significant buildings. The city's stock of Victorian-era homes is one of the largest in California, and Old Town Eureka, with its numerous historic commercial buildings, is listed on the National Register of Historic Places. Unfortunately, several large historic commercial buildings in Downtown are constructed of unreinforced masonry (URM), posing a safety hazard in a region known for seismic activity. While many have been preserved and rehabilitated, other historic structures have either been poorly maintained and fallen into disrepair or have been demolished because of these conditions.

POTENTIAL FOR TOURISM



While there are many attractions for the vacationer in Humboldt County, Eureka has yet to establish itself as a major tourist destination. Eureka captures a majority of the total gross room receipts in Humboldt County, indicating the city's tourist accommodations dominate the market. There are, however, limited activities to keep tourists in Eureka for longer than an overnight stay. Eureka's Old Town and Central Waterfront hold the greatest potential for increasing the attractiveness of Eureka as a tourist destination, but suffer from blight and vagrancy. Furthermore, the Central Waterfront contributes little to tourism because tourist/retail activities are largely absent in the area. In both cases, there is significant potential for expanded tourism if economic and pedestrian vitality can be restored in these areas.

DECLINING RETAIL AND OFFICE ACTIVITY IN DOWNTOWN

Closely related to the prospects for improving tourism in Eureka is declining retail and office activity in Eureka's Downtown. Over the last several years, the Downtown area has lost much of its retail and office business to outlying retail areas. The largest of these is the Bayshore Mall, which opened in 1987. More recently, other areas like Henderson Center and the Westside Industrial Area have started to compete with Downtown for retail and office uses, as exemplified by the construction

of the Price-Costco store in the Westside Industrial Area in 1994. If retail business continues to decline in Downtown, it will be difficult to maintain, let alone improve, the attractiveness of the area for tourism.

ACTIVE ARTS COMMUNITY

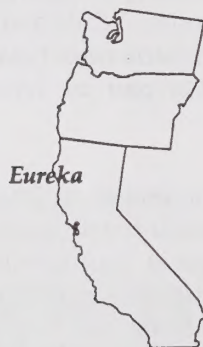


The Eureka/Humboldt County area is one of the leading art centers for regions of its size, according to a 1990 nationwide survey funded by the National Endowment for the Arts. Eureka has more than 50 non-profit arts organizations that serve the visual, performing, and literary arts in the community. It is also home to numerous art galleries, museums, and theaters. In September 1994, the City of Eureka designated a Cultural Arts Resource District in the Old Town/Downtown area. The district, and the expansion of arts and cultural activities that it will encourage, should enhance the attractiveness of the Old Town Area as a tourist destination and should also increase the overall level of pedestrian activity in the area.

U.S. HIGHWAY 101

Eureka's circulation system is dominated by a grid-street network, with U.S. 101 operating as two one-way streets as it bisects the city's Downtown. U.S. 101 carries heavy traffic, a significant part of which is made up of heavy trucks and recreational vehicles. While traffic problems on U.S. 101 have long irritated Eurekaans, nearly 30 years of study and discussion have not identified a feasible alternative to its current configuration.

REGIONAL ISOLATION



Eureka and the Humboldt Bay Area are isolated from the rest of California and other western states by distance, geography, and poor transportation connections. Eureka, which lies approximately 275 miles north of San Francisco and 400 miles south of Portland, is physically surrounded by mountains and Humboldt Bay on the north, mountains on the east and south, and Humboldt Bay and the Pacific Ocean on the west.

Eureka's primary highway links to the rest of California—U.S. 101 and SR 299—are only two lanes in some stretches and are frequently closed by rockslides and road work. Eureka currently has no passenger rail service and only limited freight service due to low demand and poor track conditions. Scheduled flights at the Arcata-Eureka Airport in McKinleyville, the county's principal airport, are infrequent and expensive.

MAJOR THEMES IN THE GENERAL PLAN

Five major themes provide the structure and overarching philosophy in this *General Plan*.

CORE AREA

For the past 25 years, Eureka's Downtown, Old Town, and Central Waterfront area have been the focal point of the City's planning efforts and substantial City investment. Together, these areas are the traditional center of Eureka and are still key to a successful economic development strategy. In recent years the vitality of this area has been eroded by retail competition from the Bayshore Mall and other

outlying shopping areas; relocation of offices to other areas in the city; increasing awareness of and concern for hazardous building conditions; potential problems with toxic soils; and increasing vagrancy. This *General Plan* articulates a new vision concerning the role that a well-defined, concentrated Core Area (including parts of what had been defined variously as Downtown, Old Town, and the Central Waterfront) will play in the citywide context and what can be done to revitalize this critically important area.

EMPLOYMENT AND INDUSTRIAL DEVELOPMENT

Eureka's and Humboldt County's economies are in transition. With the decline of the area's traditional economic base (i.e., timber and fishing), it is important that the City focus its energy on establishing a framework for encouraging new employment-generating development in Eureka. This *General Plan* outlines the City's priorities for allocating the City's limited land and public resources to facilitate and stimulate economic development.

OUTLYING COMMERCIAL DEVELOPMENT

In recent years, virtually all of Eureka's new retail, commercial, and office development has occurred outside the Downtown/Old Town area. Since 1987, the Bayshore Mall has seriously eroded Downtown's local and regional markets; new businesses have continued to develop in the Broadway corridor and in the Westside Industrial Area; and Henderson Center and Myrtle town have continued to expand to serve local retail and office markets. This *General Plan* outlines the City's expectations for the role these outlying commercial areas will play in the future relative to the Core Area.

PHYSICAL EXPANSION/ ANNEXATION

Eureka has very little vacant land left within its city limits. Accordingly, any significant residential, commercial, or industrial development must occur either through redevelopment of existing incorporated areas or through annexation of adjacent unincorporated land. At the same time, a large unincorporated population--nearly as large as the city's incorporated population--is functionally, but not legally, part of Eureka. This *Policy Document* outlines a process for City consideration of annexations, including specific issues to be addressed in future annexation studies for specific areas. The *General Plan* does not, however, propose or assume annexation of any particular areas.

CIRCULATION



Eurekans have wrestled with the problems posed by U.S. 101 since the 1960s. The highway is Eureka's primary connection with the outside world and the backbone of its economy. Yet, it is a major nuisance; its heavy traffic volumes with a high proportion of trucks and recreational vehicles divide and disrupt the structure and activity patterns of the city. The adopted alternative route for U.S. 101, which would have created even more problems than the existing route, was formally abandoned in 1995 by Caltrans and the City. Given the unlikelihood that any major alternative to the current configuration of U.S. 101 will be constructed within the next 20 years, this *General Plan* focuses on how the 101 Corridor can be modestly upgraded to function more efficiently and to better serve local needs.

SUMMARY OF MAJOR GENERAL PLAN PROPOSALS

SECTION 1: LAND USE AND COMMUNITY DESIGN

Land Use Diagram

As indicated earlier, the formal policy content of this General Plan is presented in Part II of this *Policy Document*. Part II is divided into eight sections, each of which deals with a single topical issue and several subissues related to the main topic. The following is a section-by-section summary of the major proposals set forth in the Eureka General Plan.

This section is the most familiar part of a general plan. It contains the Land Use Diagram that prescribes the uses for all of the Planning Area, describes standards for each of the land use designations shown on the Land Use Diagram, and presents a series of goals, policies, and programs designed to guide day-to-day decisions concerning land use, development, and environmental protection in Eureka.

The Land Use Diagram depicts 28 land use designations falling within six major categories, as shown in the following chart:

CATEGORY	DESIGNATION
Core	Retail Commercial (C-RC) Waterfront Commercial (C-WFC) Coastal-Dependent Industrial (C-CDI) Residential-Office (C-RO)
Residential	Rural Residential (RR) Estate Residential (ER) Low Density Residential (LDR) Medium Density Residential (MDR) High Density Residential (HDR)
Commercial	Neighborhood Commercial (NC) Community Commercial (CC) Highway Service Commercial (HSC) Automotive Service Commercial (ASC) General Service Commercial (GSC) Professional Office (PO) Waterfront Commercial (WFC) Medical Services Commercial (MSC)
Industrial	Light Industrial (LI) General Industrial (GI) Coastal-Dependent Industrial (CDI)
Public/Quasi-Public	Public/Quasi-Public (PQP) Civic Government Center (CGC) Park and Recreation (PR)
Open Space	Agricultural (A) Timberland (T) Natural Resources (NR) Water-Development (WD) Water-Conservation (WC)

In reviewing the Land Use Diagram, the reader should note five assumptions and qualifications concerning interpretation and the boundaries of the land use designations. First, in existing developed areas within the city limits, the designations are parcel-specific. This allows for the type of precise prescription of uses that is necessary in already-developed areas to ensure that new development considers existing land use patterns and is consistent with existing development.

Second, in the few undeveloped areas within the city that are designated for new development, the designations are more general to allow for greater latitude for determination of the boundaries between designations.

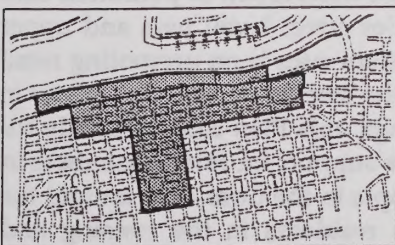
Third, in the unincorporated part of the Planning Area, the designations closely follow those of adopted Humboldt County plans (i.e., *Eureka Area Community Plan*, *Humboldt Bay Area Plan*, *Freshwater Community Plan*). In preparing this General Plan, the City translated each of the County's designations into the City designation that most closely corresponds (see Table 1-1 in Part II of this document). For more details on the County's land use standards and designations, the reader should consult the appropriate County plan.

Fourth, as noted earlier in the Summary, the City has incorporated the substantive policies of 1984 *City of Eureka Local Coastal Program* into the *Policy Document*. In translating the land use designations from the LCP into the designations appearing on the Land Use Diagram, some of the detailed descriptions from the LCP were generalized. Appendix B of this *Policy Document* explains more fully how the LCP policy was translated and includes the detailed descriptions of the designations in the LCP.

Finally, in interpreting and thoroughly understanding the City's overall land use and development philosophy, users of this *Policy Document* should understand that the goals, policies, and programs contained in Part II are as important, if not more so, than the Land Use Diagram itself. Accordingly, any review of individual development proposals must consider this *Policy Document* as a whole, rather than focusing solely on the Land Use Diagram or on particular policies and programs.

Following are summaries of the General Plan's key land use proposals according to the major designation categories that appear on the Land Use Diagram.

Core Area



Eureka's Core Area is the historical center of urban activity in Eureka and the most intensely developed part of the city, as well as the principal urban center of Humboldt County. Because of these qualities, the City has developed a set of designations specifically focusing on the Core Area that are intended to enhance the vital mixed-use nature of existing development and to encourage new development that reinforces this vitality. The Core designations promote three important development principles, as described in the following paragraphs.

Clear Definition of an Appropriately-Sized Core Area

The combined territory occupied by Downtown, Old Town, and the Central Waterfront is simply too large to effectively and efficiently revitalize as a whole. This General Plan, therefore, focuses attention on a smaller Core Area, recognizing that there are limited financial resources available to both the public and private sectors, and that each

investment needs to generate the maximum benefit both within the Core and to the surrounding area. The policies and programs of this *Policy Document* emphasize immediate City action to invest in, and attract investment to, the redefined Core Area.

Creation of a Compact Pattern of Mutually Reinforcing Land Uses

Formulating a development strategy for the Core Area requires more than designating land for different types of development; it requires integrating land uses based on the characteristics and particular requirements of each use to create a pattern of uses that takes best advantage of their functional and locational relationships. The vitality of urban core areas is a product of the synergy generated by these characteristics and relationships. This *Policy Document* does this by establishing a set of development standards that not only promotes a rich mix of uses within the Core Area, but promotes combining of uses within individual buildings to establish a fine-grained mix of activities.



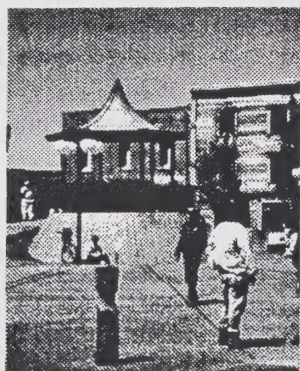
Location of Key Public and Private Facilities

The effective siting of public and private facilities can effectively stimulate and focus activity within the Core. Such facilities can serve as "anchors" that define major destinations and pedestrian pathways, much like anchor stores in commercial shopping malls. This *Policy Document* establishes the land use and policy framework for development of anchors such as a performing arts center, cinemas, or galleries so that they may have the maximum positive effect on the Core Area and Eureka as a whole.

Following these three principles, the development standards for the four Core Area designations (see Figure 4) provide much more detailed direction than those for the designations applied to the rest of the Planning Area.

Core Area Designations

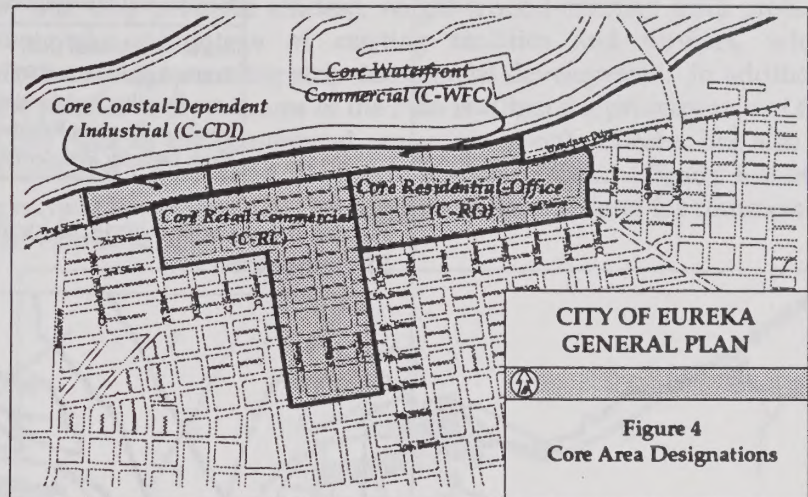
Retail Commercial (C-RC) Waterfront Commercial (C-WFC) Coastal-Dependent Industrial (C-CDI) Residential-Office (C-RO)
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This is reflected in two ways. First, the description of permitted uses distinguishes between ground floor (or street level) uses and upper floor uses. The emphasis of ground floor uses is on promoting retail and visitor-serving uses that increase the level of pedestrian activity in the area. For upper floors of buildings, this Plan calls primarily for residential and office uses that provide support for retail businesses in the area and ensure the presence of people in the Core Area around the clock (workers during the day and residents in the evening and through the night).

The second principal distinction between the Core Area land use designations and those for the rest of the city is the specification of both

primary and secondary uses. This approach allows the City to not only express its preferences for the types of development it would like to promote in the Core Area (primary uses), but also to establish a larger range of compatible uses that it will permit (secondary uses). The City has devised this strategy in the interest of establishing an open, flexible approach to development that provides maximum opportunities for new projects that will advance the City's objective of increasing the vitality of the Core Area.



The Retail Commercial (C-RC) designation covers the area in the Core Area. This designation provides for a wide variety of uses, with a dual emphasis that promotes visitor-serving uses closer to the waterfront and local-serving retail and cultural uses south of Second Street. The focus of the C-RC designation is on the Core Area's two most important Corridor Streets: F Street and Second Street.

The other designations in the Core Area provide for uses that will draw activity and promote the economic resurgence of the area. This is particularly the case with the two designations along the waterfront (Waterfront Commercial and Coastal-Dependent Industrial). These two designations are particularly critical in that they establish a definitive framework for the City's pursuit of the projects outlined in the *Eureka Waterfront Revitalization Program*.

While the Land Use Diagram provides important direction for the future development of the Core Area, there are nine goals with accompanying policies that focus on different aspects of development in these areas:

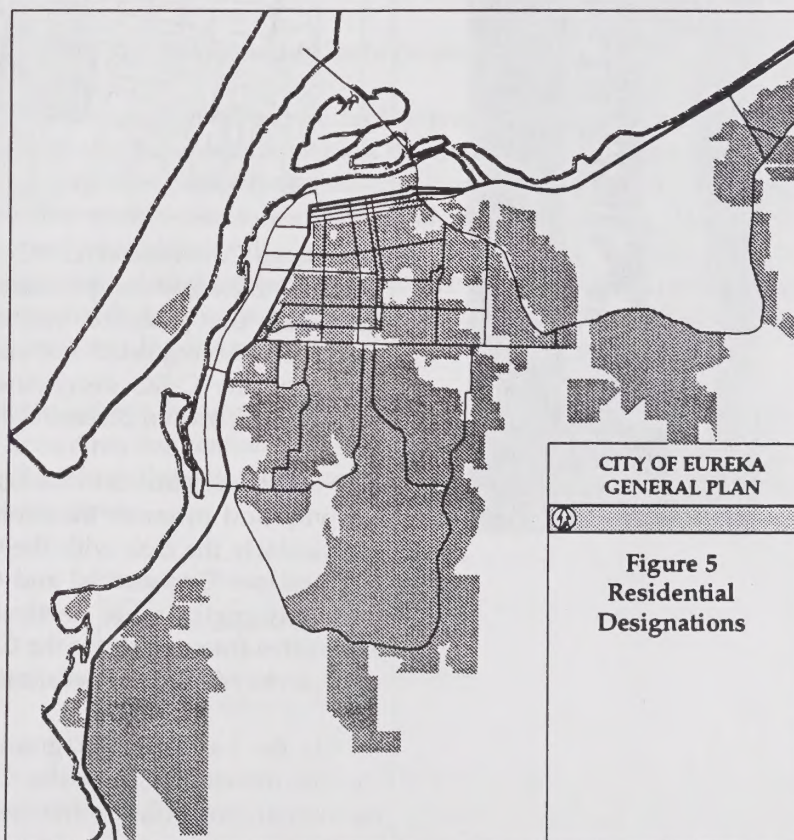
- Concentrated Mixed-Use Core
- Arts and Culture
- Waterfront
- Tourism
- Residential Community
- Public Open Space
- View Corridors
- Architectural/Landscape Character
- Maintenance and Safety

Residential Land Use

The five residential designations that appear on the *Land Use Diagram* combine with a set of Residential/ Neighborhood Development policies to create a strong foundation for maintaining Eureka's existing healthy residential neighborhoods, improvement of problem residential areas, and creating sound new neighborhoods.

Residential Designations
Rural Residential (RR)
Estate Residential (ER)
Low Density Residential (LDR)
Medium Density Residential (MDR)
High Density Residential (HDR)

Figure 5 shows the general location of residential designations in the Planning Area.



Generally, the Core Area acts as the anchor for higher density residential uses, with densities generally decreasing as they move to the south and east from the Core.

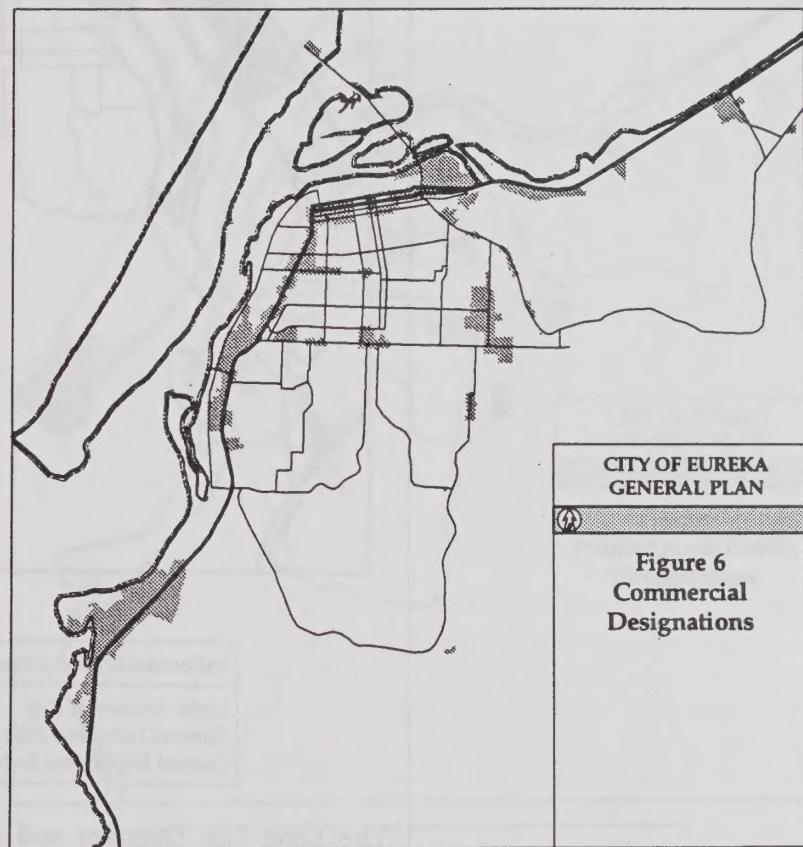
The residential policy focus of the Plan emphasizes two main themes. The first is promotion of distinct, identifiable neighborhoods that incorporate parks, schools, shopping opportunities, and other daily support services. The second major theme is promotion of infill

development as the preferred means of increasing residential opportunities in the area. This approach accomplishes the dual objectives of making the most effective use of existing facilities and services and discouraging suburban sprawl into the valuable natural areas surrounding the urban area of Eureka.

Commercial Land Use and Development



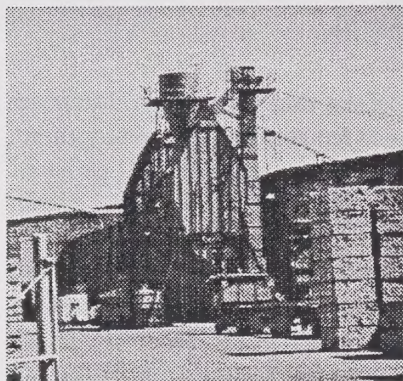
The principles of commercial development that this *Policy Document* promotes follow themes similar to those for residential development in that they promote efficient, neighborhood-oriented infill projects that take advantage of existing facilities and services, while discouraging sprawling strip commercial development. In addition, the policies and programs of the Plan reaffirm the primary role of the Core Area as the commercial center of not only Eureka, but also of Humboldt County and the California North Coast. Figure 6 shows generally where the Land Use Diagram designates land for commercial development.



Commercial Designations

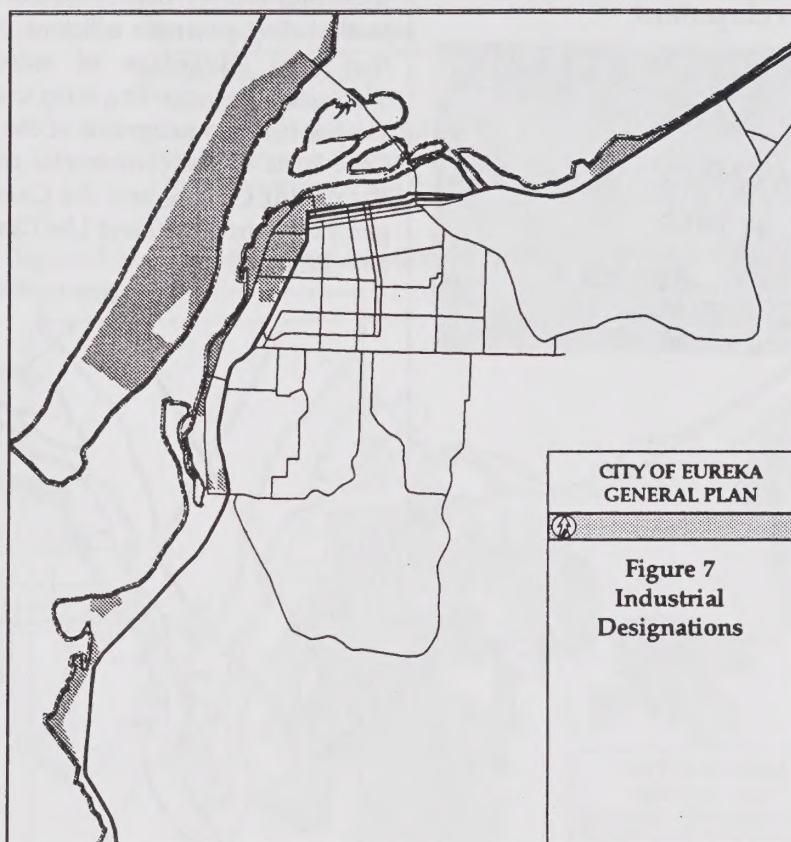
Neighborhood Commercial (NC)
 Community Commercial (CC)
 Highway Service Commercial (HSC)
 Automotive Service Commercial (ASC)
 General Service Commercial (GSC)
 Professional Office (PO)
 Waterfront Commercial (WC)
 Medical Services Commercial (MSC)

Industrial Land Use and Development



Eureka's economy has long been dependent on heavy industrial activity (e.g., lumber, milling, and fishing). Over the past several decades, however, Eureka's and Humboldt County's economies have changed. With the decline of the area's traditional economic base, the City has been compelled to focus its energy on creating a framework for encouraging new employment-generating development in Eureka.

Figure 7 shows the general locations of industrially-designated land in the Planning Area.



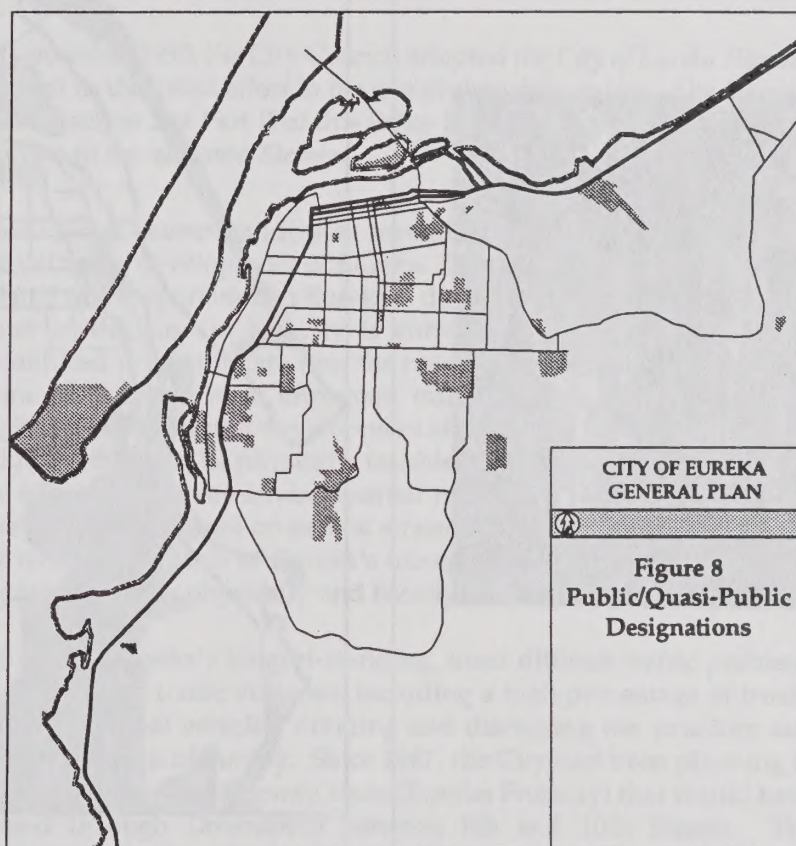
Industrial Designations
Light Industrial (LI)
General Industrial (GI)
Coastal Dependent Industrial (CDI)

The Land Use Diagram and policies and programs of this *Policy Document* establish a solid City commitment to invite and support private investment in industrial activities that will provide a firm foundation for economic transformation and growth. Specifically, this *Policy Document* promotes the development of coastal-dependent industrial uses along the city's waterfront and reuse of vacant land in the Westside Industrial Area

Public/Quasi-Public Land Use



Public uses are an important element in the overall fabric of a community. Accordingly, this *Policy Document* provides a framework for development of such public uses as government offices and facilities, schools, and parks and recreation facilities. Recognizing the status of governmental services as the largest single sector of Humboldt County's economy and Eureka's position as the county seat and regional economic center, this *Policy Document* supports the development of a vital public presence in Downtown Eureka through designation of a Civic Government Center and promotion of public development that contributes to overall economic health of Eureka. In addition, this *Policy Document* also includes land use policies and programs that recognize and reinforce the essential role that public uses (i.e., parks, libraries, and schools) play in the development and maintenance of healthy neighborhoods.



Public/Quasi-Public Designations

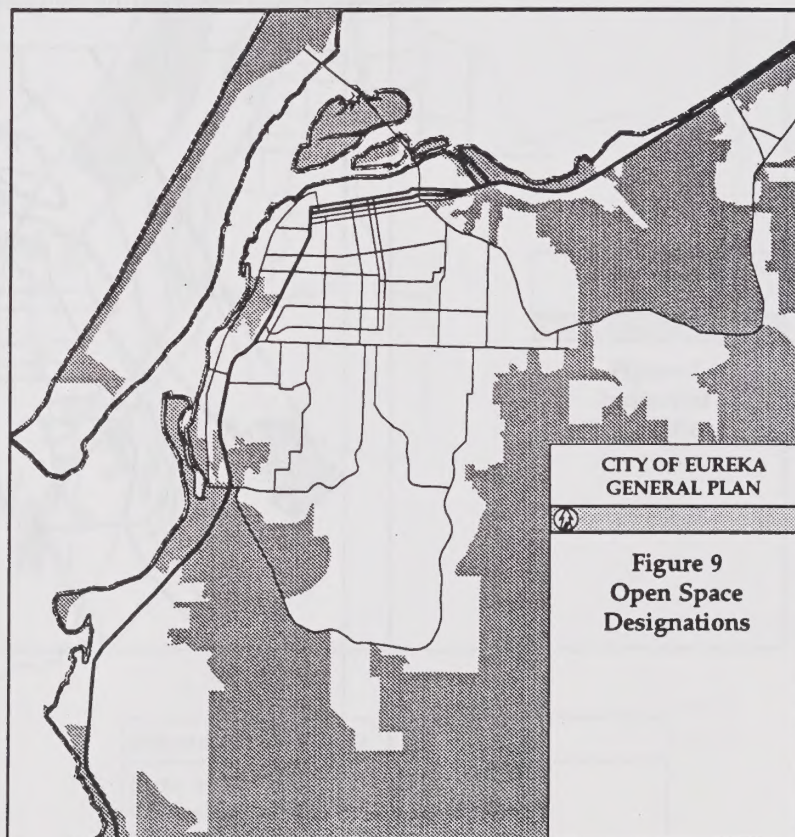
Public/Quasi-Public (PQP)
Civic Government Center (CGC)
Park and Recreation (PR)

The general locations of public and quasi-public designations on the Land Use Diagram are shown in Figure 8.

Open Space



Eureka is located in an area with a remarkable amount and diversity of open space, ranging from the gulches that are interspersed throughout the city, to the wetlands and sloughs adjacent to Humboldt Bay, to the farmed areas northeast and south of the Eureka terrace, to the impressive stands of timber in the southeastern part of the Planning Area. Recognizing the value that these resources contribute to the overall quality of Eureka's living environment as well as the local economy, this *Policy Document* grants high priority to protection and conservation of valuable open space. While the Land Use Diagram sets up the general land use regulatory framework for open space conservation, the detailed policies and programs in Section 6, Natural Resources, of this *Policy Document* provide the City's definitive strategy for protection and enhancement of open space.



Open Space Designations

Agricultural (A) Timberland (T) Natural Resources (NR) Water-Development (WD) Water-Conservation (WC)
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Figure 9 shows the general locations of open space designations on the Land Use Diagram.

General Land Use and Development Policies and Programs

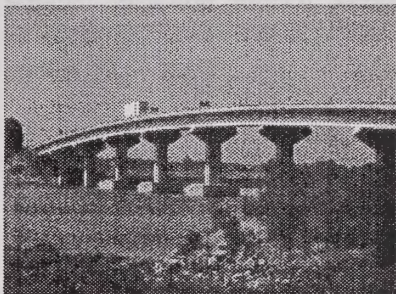
In addition to policies and programs related directly to specific types of development or particular areas of the city, Section 1 of Part II of this *Policy Document* includes the City's policy commitment to promoting an overall land use and development pattern that follows fundamental principles of good planning. In particular, the *Policy Document* commits the City to the following:

- Promotion of neighborhood infill development over sprawl.
- Emphasis on efficient use of public facilities and resources rather than wasteful practices.
- Cooperation with other agencies involved in development regulation in the region rather than competition.
- Balancing of economic development needs and environmental protection needs.

SECTION 2: HOUSING

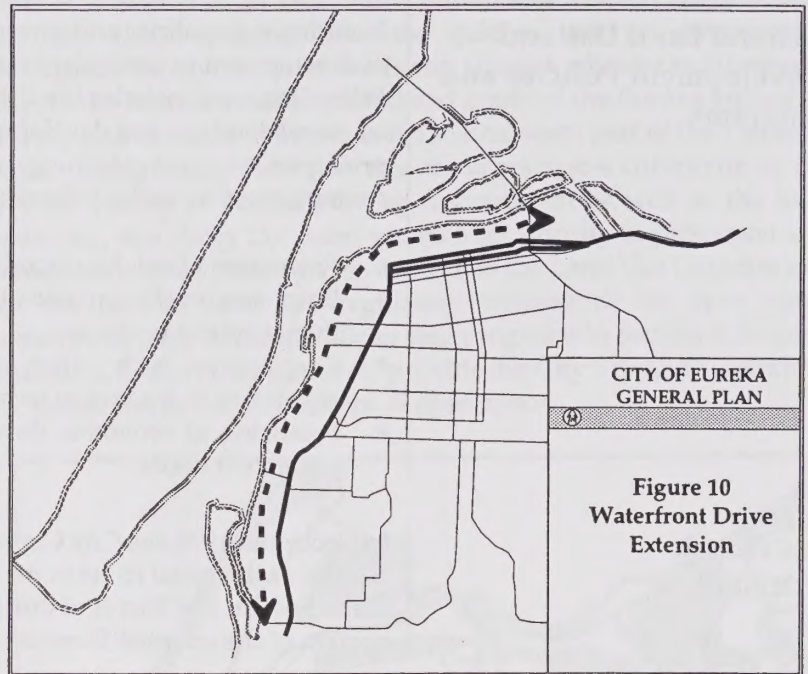
In December 1995, the City Council adopted the *City of Eureka Housing Element* as the initial effort in the comprehensive update of its General Plan. Section 2 of Part II of this *Policy Document* consists of the policy portion of the adopted *Element*.

SECTION 3: TRANSPORTATION



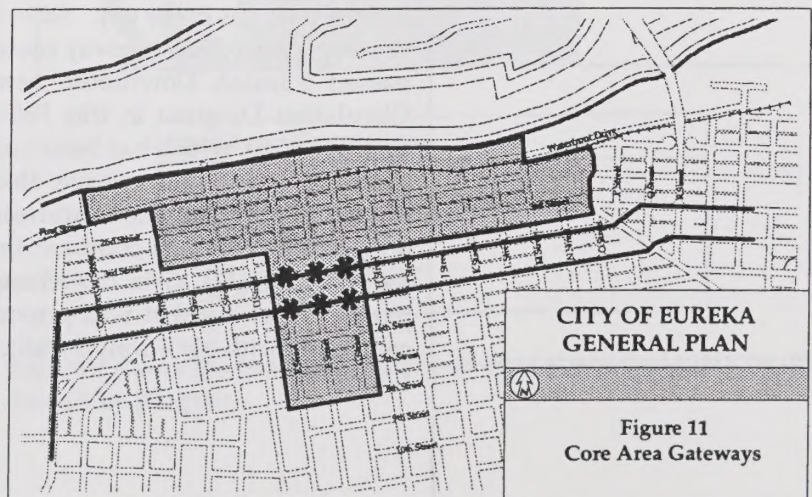
This *Policy Document* addresses several transportation issues that are critical to the development of Eureka. The most critical consideration related to transportation in Eureka is the maturity of the city. Because most of the land in the city is either developed or permanently committed to its ultimate use, the range of options for dealing with some of Eureka's most important transportation issues is severely limited from a physical development standpoint. Furthermore, some solutions that may be physically feasible are almost certainly infeasible for economic and/or environmental reasons. This *Policy Document*, therefore, concentrates on several strategic solutions that will improve the overall operation of Eureka's transportation network, and which are feasible, both physically and fiscally.

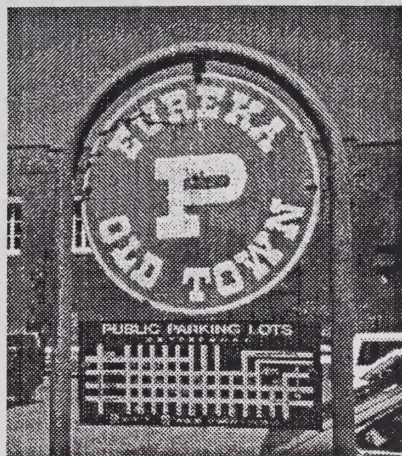
U.S. 101 is Eureka's longest-standing, most difficult traffic problem, with its heavy traffic volumes, including a high percentage of trucks and recreational vehicles, dividing and disrupting the structure and activity patterns of the city. Since 1967, the City had been planning to develop a depressed freeway route (Eureka Freeway) that would have passed through Downtown between 9th and 10th Streets. The Circulation Diagram in this *Policy Document* does not include that improvement, which has been formally rejected by both the City and Caltrans. As an alternative, this *Policy Document* turns its efforts toward two approaches to addressing the problems created by traffic on 101. The first is to complete the extension of Waterfront Drive all the way to the Elk River Interchange (see Figure 10), thus providing a parallel roadway that will provide local travelers an alternative to competing with the through-traffic that causes so much congestion on 101.



Because any feasible long-term solution to the 101 problem is likely beyond the 20-year time frame of this General Plan, this *Policy Document* defers specific recommendations. It does, however, include a policy calling for the City to work with HCAOG and Caltrans to continue reviewing options for some sort of higher order facility (e.g., expressway or freeway).

The other proposal in this *Policy Document* that deals with 101 traffic relates to the manner in which traffic is channeled through the city. There is little to alert travelers along the 4th/5th Street couplet of the proximity of the Core Area and its opportunities for visitors. This *Policy Document* includes several policies and programs that will focus attention on and increase access to this area, including the development of more formal "gateways" along the 4th/5th Street couplet (Figure 11).





In addition to addressing future roadway plans and improvements, Section 3 of Part II of this *Policy Document* contains goals, policies, and programs related to the following issues:

- Public Transit
- Bicycle Transportation
- Pedestrian Transportation
- Goods Movement
- Rail Transportation
- Water Transportation
- Core Area Circulation and Parking

The overall emphasis of the policies and programs under these topics is the establishment and maintenance of a well-rounded transportation network that includes fully-connected and intersecting streets, pedestrian paths, and bikeways leading to all destinations within the Planning Area. In addition, several policies focus on addressing some of Eureka's difficult parking problems, particularly in the Core Area.

SECTION 4: PUBLIC FACILITIES AND SERVICES



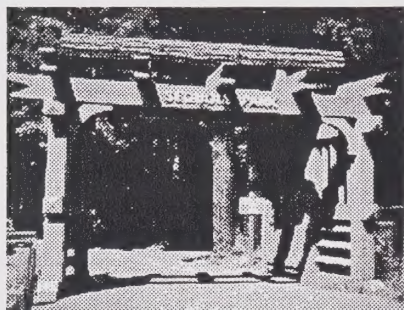
An important result of any comprehensive planning effort should be the assurance that all facilities and services needed to adequately serve development will be accounted for. While the development of specific plans for facilities and services is beyond the purview of the General Plan, this *Policy Document* does establish a framework for guiding planning decisions related to facility development and service provision. The general emphasis of the policies and programs in Section 4 of Part II is on ensuring adequate services, while discouraging unnecessary, wasteful, or inefficient extension of existing systems or development of new facilities. Specifically, this *Policy Document* contains goals, policies, and programs related to the following topics:

- Water Supply and Delivery
- Wastewater Collection, Treatment, and Disposal
- Stormwater Drainage
- Solid Waste Collection and Disposal
- Law Enforcement
- Fire Protection
- Schools

The policies and programs articulated under these topics will ensure that current and future residents of and businesses in Eureka are served by a well-rounded, efficient, and environmentally safe system of public facilities and services.

SECTION 5: RECREATIONAL AND CULTURAL RESOURCES

Eureka is blessed with an outstanding array of recreational and cultural opportunities. The city's physical setting provides outstanding natural opportunities for outdoor recreation, while the City's developed parkland and recreation programs provide ample opportunities for residents and visitors to participate in passive and active recreation. In addition, Eureka has unparalleled historic and cultural richness, including an outstanding stock of historically and architecturally significant buildings. The city also has an active arts

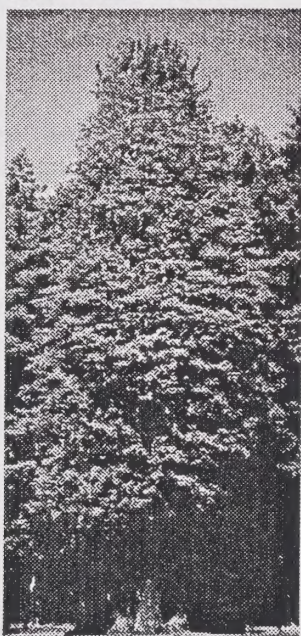


community that provides Eureka residents and visitors access to a variety of fine and performing arts activities.

The goals, policies, and programs in Section 5 of Part II of this *Policy Document* articulate the City of Eureka's high level of commitment to ensuring high quality recreational opportunities for Eureka residents and visitors, preserving the city's rich cultural heritage, and supporting the continued development of Eureka's thriving arts community. The policy content of the section is divided into following six topics:

- General Parks and Recreation
- Coastal Recreation and Access
- Recreation Services
- Arts and Culture
- Historic Preservation
- Archaeological Resources

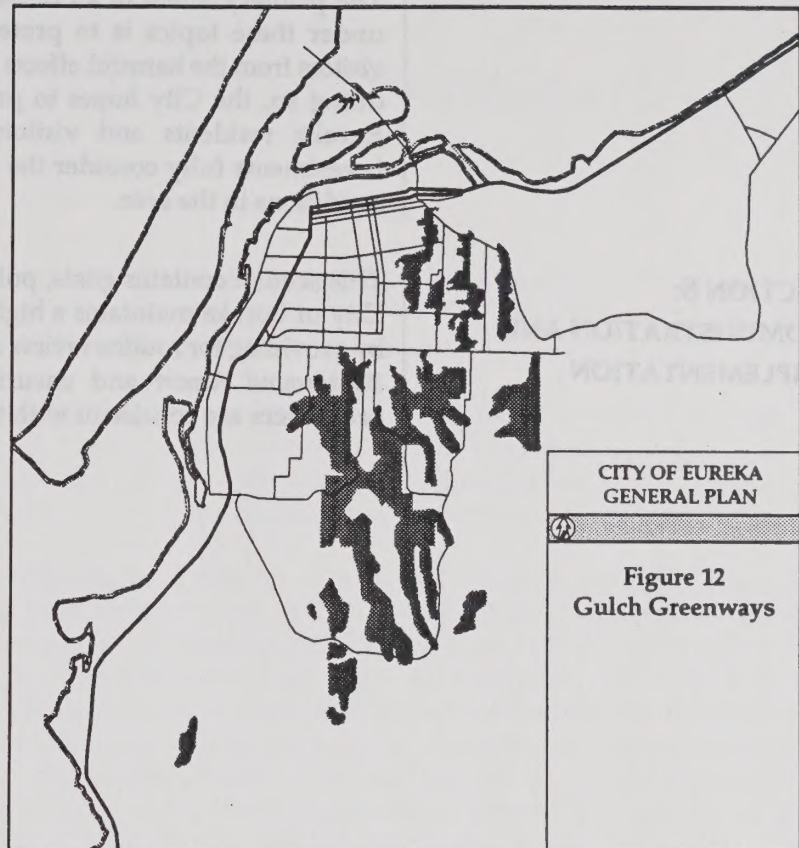
SECTION 6: NATURAL RESOURCES



As the earlier discussion of the open space designations on the Land Use Diagram indicates, Eureka is located in an area of outstanding and diverse natural quality. The goals, policies, and programs in Section 6 of Part II of this *Policy Document* accompany the open space designations on the Land Use Diagram to provide a high level of protection for the valuable natural resources in the Planning Area. The section addresses the following issues:

- Aquatic Resources and Marine, Wetland, and Riparian Habitat
- Agricultural Preservation
- Conservation of Open Space
- Timber Resources
- Air Quality--General
- Air Quality--Transportation/Circulation

In large part, the policies and programs in this *Policy Document* represent affirmations of the City's historical attention to protecting local natural resources. In particular, it carries forward the policies and programs from the City's Local Coastal Program (LCP), while in many cases strengthening the City's policy commitment by applying coastal zone policies citywide. The result is a system of well-defined natural areas that are protected from development.



The policies and programs in Section 6 reflect a particularly strong effort to protect the natural terrain, drainage, and vegetation of the community, while preserving superior examples of open space, such as the city's gulches and greenways (see Figure 12). In addition, this *Policy Document* formalizes the City's commitment to developing a comprehensive wetland development and protection strategy, as initiated in the City's LCP and articulated in the *Waterfront Revitalization Program*.

SECTION 7: HEALTH AND SAFETY



Eureka is located in a region that is subject to some potentially significant natural hazards. Most importantly, the area is vulnerable to earthquakes and their associated seismic effects. Section 7 of Part II of this *Policy Document* addresses the following health and safety issues:

- Seismic Hazards
- Geological Hazards
- Fire Safety
- Flooding
- Hazardous Materials and Toxic Contamination
- Emergency Response
- Residential Noise Exposure
- Noise Compatibility

The primary intent of all of the goals, policies, and programs listed under these topics is to protect Eureka residents, businesses, and visitors from the harmful effects of natural and man-made hazards. In doing so, the City hopes to protect both the physical well-being of Eureka residents and visitors and to ensure that development investments fully consider the implications of potentially hazardous conditions in the area.

SECTION 8: ADMINISTRATION AND IMPLEMENTATION

This section contains goals, policies, and programs to ensure that the City of Eureka maintains a high level of attention to the General Plan by providing for routine review and update of the *Policy Document* and *Background Report* and ensuring that other City regulations and ordinances are consistent with the General Plan.

PART II

GOALS, POLICIES, AND PROGRAM

I INTRODUCTION

Part II of the Policy Document contains explicit statements of goals, policies, standards, implementation strategies, and quantified objectives that constitute the formal policy of the City of Florida for land use, development and environmental quality. Part II is divided into eight sections:

- Section 1: Land Use and Community Design
- Section 2: Housing
- Section 3: Transportation and Circulation
- Section 4: Public Facilities and Services
- Section 5: Environmental & Cultural Resources
- Section 6: Natural Resources
- Section 7: Health and Safety
- Section 8: Administration & Implementation

Each section includes well-stated goals relating to different sub-issues or different aspects of the issue addressed by the section. Under each goal statement are policies which specify the goal statement. Implementation programs are listed at the end of each section and describe briefly the program action, the City agencies or departments with primary responsibility for carrying out the program, and the role of the private sector in the program. Section 1 (Land Use and Community Design) also describes the methodology employed in the Land Use Diagram and outlines the standards of population density and building intensity or use land use designations. Section 2 (Transportation and Circulation) contains a description of the proposed transportation system, and a description of the speed classification system. The Housing section (Section 2) also includes a statement of quantified housing objectives required by state law as part of the housing program.

The following define "goal", "policy", "standard", "implementation program", and "quantified objective" as they are used in this document:

Goal: The explicit purpose of an effort aimed in a way that a general measure will be accomplished.

Policy: A specific statement of intent designed to guide action and imply a clear commitment.

Standard: A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

Implementation Program: An action, objective, program, or activities that derive and guide plan policy. Any implementation program that assigns primary responsibility for carrying out the action and a time frame for its accomplishment.

Quantified Objective (Measurable only): The measure of housing units that the City expects to be constructed and the number of households the City expects will be achieved through Housing Element programs and based on growth market analysis during the first seven of the Housing Element.

In developing and thoroughly understanding the City's overall land use and development philosophy, users of this Policy Document should remember that the goals, policies, and programs contained herein are more important than the Land Use Diagram. Accordingly, any review of the map should consider this Policy Document as a particular policies and programs.

PART II GOALS, POLICIES, AND PROGRAMS

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GOALS, POLICIES, AND PROGRAM

I INTRODUCTION

Part II of this *Policy Document* contains explicit statements of goals, policies, standards, implementation programs, and quantified objectives that constitute the formal policy of the City of Eureka for land use, development, and environmental quality. Part II is divided into eight sections:

- Section 1: Land Use and Community Design
- Section 2: Housing
- Section 3: Transportation and Circulation
- Section 4: Public Facilities and Services
- Section 5: Recreational & Cultural Resources
- Section 6: Natural Resources
- Section 7: Health and Safety
- Section 8: Administration & Implementation

Each section includes goal statements relating to different sub-issues or different aspects of the issue addressed in the section. Under each goal statement are policies which amplify the goal statement. Implementation programs are listed at the end of each section and describe briefly the proposed action, the City agencies or departments with primary responsibility for carrying out the program, and the time frame for accomplishing the program. Section 1 (Land Use and Community Design) also describes the designations appearing on the Land Use Diagram and outlines the standards of population density and building intensity for these land use designations. Section 3 (Transportation and Circulation) contains a diagram depicting the proposed circulation system and a description of the street classification system. The housing section (Section 2) also includes a statement of quantified housing objectives required by state law as part of the housing element.

The following define "goals", "policies", "standards", "implementation programs", and "quantified objectives" as they are used in this document:

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Policy: A specific statement in text or diagram guiding action and implying clear commitment.

Standard: A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

Implementation Program: An action, procedure, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Quantified Objective (Housing only): The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the Housing Element.

In interpreting and thoroughly understanding the City's overall land use and development philosophy, users of this *Policy Document* should remember that the goals, policies, and programs articulated in Part II are as important, if not more so, than the Land Use Diagram. Accordingly, any review of development proposals must consider this *Policy Document* as a whole, rather than focusing solely on the Land Use Diagram or on particular policies and programs.

PART II

GOALS, POLICIES, AND PROGRAMS

I

Part I of the General Plan Summary contains a list of goals, policies, and programs that are intended to guide the development and implementation of the General Plan. The list is organized into three main sections: Goals, Policies, and Programs.

- Section 1: Goals (1-10)
- Section 2: Policies (11-20)
- Section 3: Programs (21-30)

The first section of the General Plan Summary, Goals, contains ten goals that are intended to guide the development and implementation of the General Plan. These goals are organized into three main categories: Economic Development, Environmental Protection, and Social Services. The second section, Policies, contains ten policies that are intended to guide the development and implementation of the General Plan. These policies are organized into three main categories: Economic Development, Environmental Protection, and Social Services. The third section, Programs, contains ten programs that are intended to guide the development and implementation of the General Plan. These programs are organized into three main categories: Economic Development, Environmental Protection, and Social Services.

The following table provides a summary of the goals, policies, and programs contained in the General Plan Summary.

Table 1: Summary of Goals, Policies, and Programs

Table 2: Summary of Goals, Policies, and Programs

Table 3: Summary of Goals, Policies, and Programs

Table 4: Summary of Goals, Policies, and Programs

Table 5: Summary of Goals, Policies, and Programs

Table 6: Summary of Goals, Policies, and Programs

SECTION 1

LAND USE AND COMMUNITY DESIGN

This section contains diagrams, designations, standards, goals, policies, and programs that set the basic framework to guide the type, location, intensity, and quality of future development and the protection of Eureka's natural and built environment.

LAND USE DIAGRAM AND STANDARDS

The most familiar part of any general plan is the map, or land use diagram, showing the types and locations of development called for in the plan. In order to accurately interpret the development implications of the various designations shown on the diagram, the reader must understand the intent of and the standards for each designation. The following sub-sections first describe how the standards are expressed generally, then outline the standards for each of the designations shown on the City of Eureka's General Plan Land Use Diagram (inserted separately in this document).

ALLOWABLE USES

Each of the designations shown on the Land Use Diagram provides for a unique range of allowable uses consistent with the intent of the designation. The uses specified in the subsequent subsections for each designation are indicative, not inclusive, of the range of uses allowed in the designation. Zoning more precisely specifies the permissible uses for individual parcels, consistent with General Plan prescriptions. In addition to the principal uses, the Zoning Ordinance typically authorizes similar and compatible uses, such as incidental or accessory uses (e.g., garage in a single family district) and public and quasi-public uses (e.g., fire station or church in a single-family district). In the area of the city within the coastal zone (see Figure 1-1), however, the list of allowable uses for each land use designation is prescribed more precisely: Appendix B provides a supplemental description of the purposes and allowable uses, both principal and conditional, for each land use designation falling within the coastal zone.

DEVELOPMENT STANDARDS

State law mandates that general plans include standards of population density and building intensity for all of the territory covered by the plan. To satisfy this requirement, the *City of Eureka General Plan* includes such standards for each of the land use designations appearing on the Land Use Diagram. These standards are stated differently for residential and non-residential development. Following are explanations of how these standards operate.

Residential Uses

Standards of building intensity for residential uses are stated in terms of the allowable range of dwelling units per net acre. For purposes of determining development entitlements, net acreage is defined as that part of gross (total) area of a particular parcel or lot available for

development after all constrained, undevelopable, or otherwise dedicated areas have been excluded (i.e., street and road rights-of-way and valuable natural areas such as wetlands).

While not specified directly in this plan, *standards of population density* for residential uses can be derived by multiplying the maximum allowable number of dwelling units per net acre by the average number of persons per dwelling unit assumed for the applicable residential designation. Typically, household sizes are larger in single-family homes than in multiple-family units, therefore assumed household sizes vary according to the types of housing and densities allowed in each residential designation.

The assumed average number of persons per dwelling unit for each residential designation has been extrapolated from population and housing unit estimates prepared by the California State Department of Finance (DOF) for the City of Eureka for 1995. This plan assumes these will not change significantly over the next 20 years. The following table shows the assumed average number of persons per unit for each of the residential land use designations, which are based on the type of units likely to develop under the designation (i.e., single family detached in the Low Density Residential designation, multi-family: 5 plus for High Density Residential).

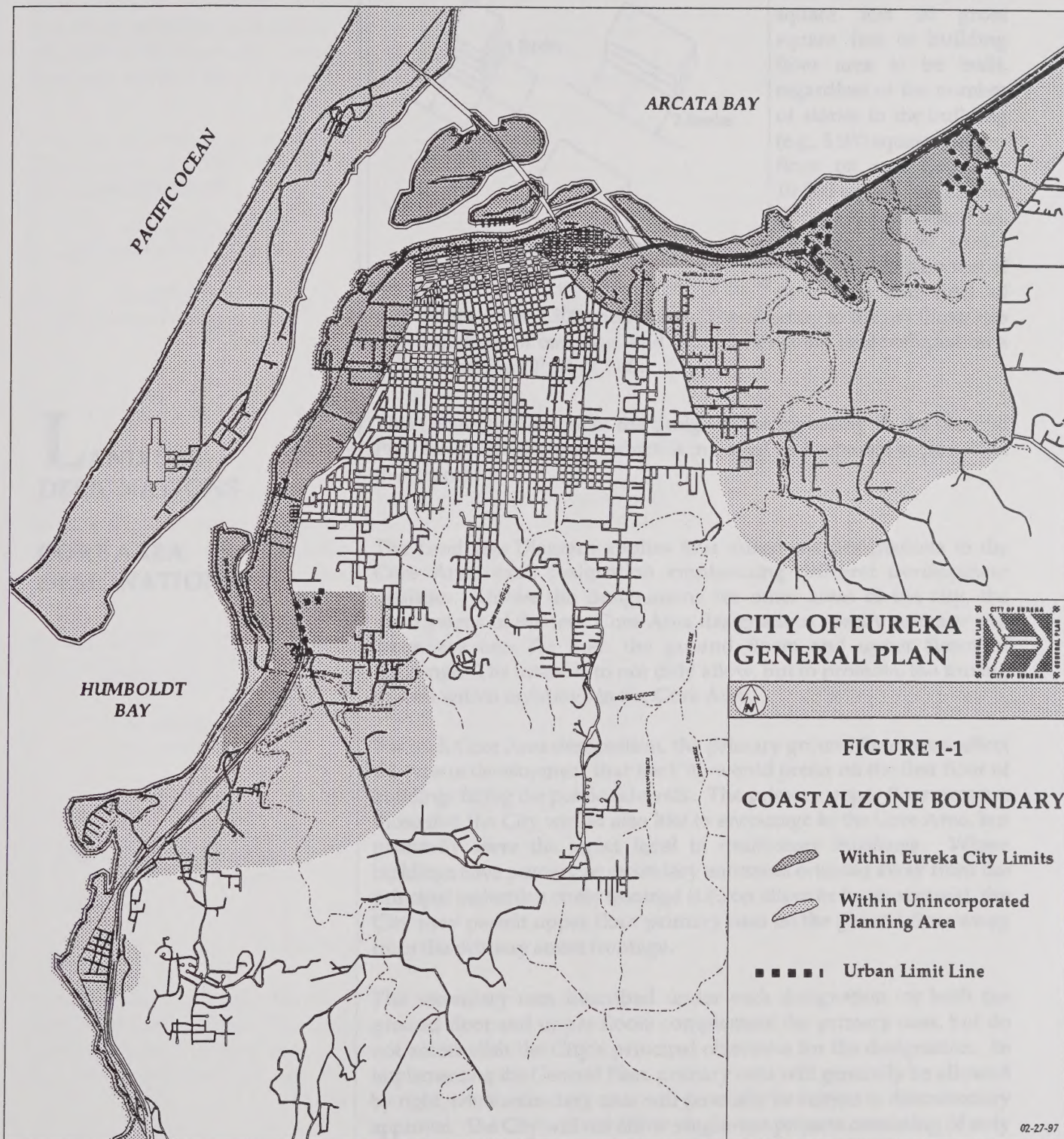
Unit Type	Assumed Persons Per Dwelling Unit
Single Family Detached	2.70
Single Family Attached	2.50
Multi-Family: 2 to 4	2.00
Multi-Family: 5 plus	1.50
Mobilehomes	1.50
Overall Average	2.40

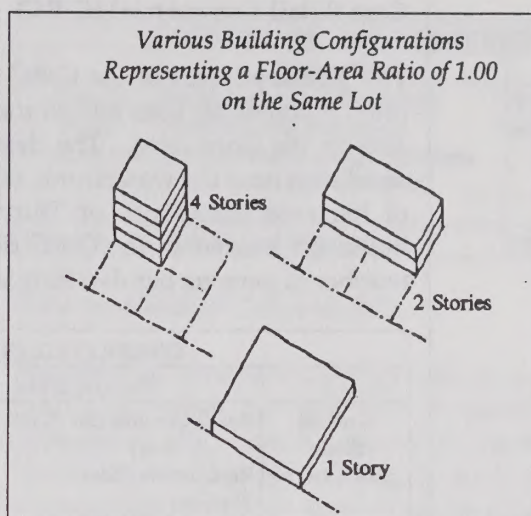
It is important to note that the number of persons per dwelling unit shown in the above table and cited under each residential designation *do not* represent City policy; they simply provide reasonable estimates for calculating standards of population density (i.e., persons per acre).

Non-Residential Uses

Standards of building intensity for the non-residential designations are stated in terms of maximum allowable *floor-area ratios* (FARs). A floor-area ratio is the ratio of the gross building square footage on a lot to the net square footage of the lot (or parcel), as shown in the equation to the right.

$$FAR = \frac{\text{Gross Building Area}}{\text{Net Lot Area}}$$





For example, on a lot with 10,000 net square feet of land area, an FAR of 1.00 will allow 10,000 square feet of gross square feet of building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same lot, an FAR of 0.50 would allow 5,000 square feet of floor area and FAR of

0.25 would allow 2,500 square feet. The diagram to the left illustrates how buildings of one, two, and four stories could be developed on a given lot with an FAR of 1.00.

LAND USE DESIGNATIONS

This sub-section describes the designations appearing on the General Plan Land Use Diagram, which is included as a separate enclosure in this report.

CORE AREA DESIGNATIONS

The Land Use Diagram applies four mixed-use designations to the Core Area, each designation emphasizing different development qualities. Unlike the designations for other areas of the city, the descriptions of the four Core Area designations specify primary and secondary uses for both the ground floors and upper floors of buildings. The intent is to not only allow, but to promote, the mixing of uses within buildings in the Core Area.

For each Core Area designation, the primary ground floor uses reflect the type of development that the City would prefer on the first floor of buildings facing the public sidewalk. The primary upper floor uses are those that the City would also like to encourage in the Core Area, but primarily *above* the street level in multi-story buildings. Where buildings have primary or secondary entrances oriented away from the principal pedestrian street frontage (i.e., on alleys or in courtyards), the City may permit upper floor primary uses on the ground floor away from the primary street frontage.

The secondary uses described under each designation for both the ground floor and upper floors complement the primary uses, but do not accomplish the City's principal objectives for the designation. In implementing the General Plan, primary uses will generally be allowed by right, while secondary uses will generally be subject to discretionary approval. The City will not allow single-use projects consisting of only secondary uses in the Core Area.

Core Retail Commercial (C-RC)

The primary intent of the C-RC designation is to promote intensive retail commercial uses and to maintain the compactness of the retail area in the Core Area. The designation emphasizes visitor-serving retail uses near the waterfront, and local-serving retail uses in the rest of the area (i.e., south of Third Street). The maximum FAR for buildings located in the C-RC designation is 3.00 and the assumed number of persons per dwelling unit is 1.5.

CORE RETAIL COMMERCIAL (C-RC)		
	Primary Uses	Secondary Uses
Ground Floor/ Street Level	Retail Commercial (Local and Visitor) Restaurants/Bars Theaters Museums/Art Galleries	Offices Multi-Unit Residential Hotels and Bed-and-Breakfast Inns Artist Live-Work Space
Upper Floors	Offices Multi-Unit Residential Hotels and Bed-and-Breakfast Inns Artist Live-Work Space	Light Manufacturing/Assembly Storage

Core Waterfront Commercial (C-WFC)

This designation provides for coastal-related businesses catering to visitors, including retail stores, boat landings, fishing-related activities, restaurants, and visitor accommodations. The maximum FAR for buildings in the C-WFC designation is 1.00 and the assumed number of persons per dwelling unit is 1.5.

CORE WATERFRONT COMMERCIAL (C-WFC)		
	Primary Uses	Secondary Uses
Ground Floor/ Street Level	Visitor-Serving Retail Commercial Restaurants/Bars Hotels and Bed-and-Breakfast Inns Fisheries-Related Processing Fisheries-Related Recreation Fisheries-Related Retail	Office Multi-Unit Residential Artist Live-Work Space
Upper Floors	Office Multi-Unit Residential Artist Live-Work Space	Light Manufacturing/Assembly Storage

Core Coastal-Dependent Industrial (C-CDI)

The C-CDI designation is intended to reserve and protect land adjacent to Humboldt Bay for coastal-dependent and coastal-related industrial uses. The primary intent of this designation is to encourage fisheries-related industrial uses west of C Street. The maximum FAR for buildings in the C-CDI designation is 0.50.

CORE COASTAL-DEPENDENT INDUSTRIAL (C-CDI)		
	Primary Uses	Secondary Uses
Ground Floor/ Street Level	Fisheries-Related Processing Boat Building and Repair Recreational Boating Operations Light Industrial/Industrial Warehouses	Artist Live-Work Space Incidental Commercial Uses
Upper Floors	Artist Live-Work Space	Offices

Core Residential-Office (C-RO)

The primary focus of this designation is on providing residential uses (including hotels and bed and breakfast inns) and low-intensity professional office uses, principally in converted residential buildings. The maximum FAR for buildings in the C-RO designation is 1.50 and the assumed number of persons per dwelling unit is 1.5.

CORE RESIDENTIAL-OFFICE (C-RO)		
	Primary Uses	Secondary Uses
Ground Floor/ Street Level	Hotels and Bed-and-Breakfast Inns Single Family Residential Multiple-Unit Residential	Visitor-Serving Retail Restaurants Professional Offices
Upper Floors	Professional Office Single-Family Residential Multiple-Unit Residential Hotels and Bed-and-Breakfast Inns Visitor-Serving Retail	Restaurants

RESIDENTIAL DESIGNATIONS

Rural Residential (RR)

This designation provides for rural density residential development consisting primarily of single-family detached homes and limited agricultural uses. The RR designation permits a maximum residential density of 1.0 dwelling unit per net acre and the assumed number of persons per dwelling unit is 2.7.

Estate Residential (ER)

This designation provides for very-low density residential development consisting primarily of single family detached homes. The ER designation permits a residential density of between 1.1 and 4.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 2.7.

Low Density Residential (LDR)

The LDR designation provides for suburban density single-family, detached homes. The permitted residential density is between 4.1 and 8.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 2.7.

COMMERCIAL DESIGNATIONS

Medium Density Residential (MDR)

The MDR designation provides for lower-intensity multi-family residential uses that will not significantly change the predominantly low-density residential character of their surroundings. The permitted residential density is between 8.1 and 18.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 2.5.

High Density Residential (HDR)

The HDR designation is intended to provide higher-density multi-family residential uses in areas close to employment areas. The permitted residential density is between 18.1 and 30.0 dwelling units per net acre and the assumed number of persons per dwelling unit is 1.5.

Neighborhood Commercial (NC)

The NC designation provides for retail stores, offices, and personal service businesses that are intended primarily for residents of the immediate area, including neighborhood shopping centers of limited size and in locations that minimize adverse impact on adjoining residential uses. The maximum FAR for buildings in areas designated NC is 0.50, with upper floor residential units permitted in multi-story buildings. The assumed number of persons per dwelling unit is 1.5.

Community Commercial (CC)

The CC designation provides for shopping areas offering a wide variety of goods and services drawing trade from the entire Humboldt Bay area. The maximum FAR for buildings in areas designated CC is 0.35, with upper floor residential units permitted in multi-story buildings. The assumed number of persons per dwelling unit is 1.5.

Highway Service Commercial (HSC)

The HSC designation provides for retail uses that are oriented primarily to traffic on Highway 101, such as hotels, motels, service stations, and restaurants. The maximum FAR for buildings in areas designated HSC is 0.50.

Automotive Service Commercial (ASC)

The ASC designation provides for retail, wholesale, and service uses involving automobiles, appliances, and other large consumer goods. The maximum FAR for buildings in areas designated ASC is 0.35.

General Service Commercial (GSC)

The GSC designation provides for land-extensive retail uses, warehouses, and wholesale commercial uses. The maximum FAR for buildings in areas designated GSC is 0.50.

Professional Office (PO)

The PO designation provides for professional and administrative offices and medical offices and clinics. Multiple-unit residential uses are permitted as secondary uses on upper floors of multi-story buildings. The maximum FAR for buildings in areas designated PO is 1.00 and the assumed number of persons per dwelling unit is 2.0.

Waterfront Commercial (WFC)

This designation provides for a variety of primary commercial uses to promote coastal-related establishments catering to visitors, including markets, boat landings, fishing-related activities, restaurants, and tourist accommodations. Multiple-unit residential uses and ancillary offices are permitted on the upper floors of multi-story buildings. The maximum FAR for buildings in areas designated CW is 1.00 and the assumed number of persons per dwelling unit is 1.5.

Medical Services Commercial (MSC)

The MSC designation provides for hospitals, medical offices, clinics, and medically-related commercial uses. Commercial uses in the MSC designation must be clearly dependent on or oriented to patrons and staff of nearby hospitals and medical offices (e.g., pharmacies, cafeterias). The maximum FAR for buildings in areas designated MSC is 1.00.

INDUSTRIAL DESIGNATIONS

Light Industrial (LI)

The LI designation provides for lower-intensity industrial development that has minimal affects on nearby commercial and residential uses. These uses include light manufacturing, warehouses, industrial parks, existing offices, and research and development operations. The maximum FAR for buildings in areas designated LI is 0.50.

General Industrial (GI)

The GI designation provides for intensive industrial development, including manufacturing, processing, and assembly uses. The maximum FAR for buildings in GI areas is 0.50.

Coastal Dependent Industrial (CDI)

The CDI designation is intended to reserve and protect land adjacent to Humboldt Bay for coastal-dependent and coastal-related industrial uses. The primary intent of this designation is to encourage industrial uses related to shipping or the fishing industry. The maximum FAR for buildings in areas designated CDI is 0.50.

PUBLIC/QUASI-PUBLIC DESIGNATIONS

Public/Quasi-Public (PQP)

The PQP designation provides for institutional uses such as schools,

OPEN SPACE DESIGNATIONS

hospitals, libraries, government offices and courts, churches, meeting halls, cemeteries and mausoleums, and public or institutional laboratories. The maximum FAR for buildings in areas designated PQP is 0.50.

Civic Government Center (CGC)

The CGC designation provides for high-intensity public and private institutional uses related to downtown Eureka's role as the regional center for government facilities and services. The maximum FAR for buildings in areas designated CGC is 3.00.

Park and Recreation (PR)

The PR designation provides for public parks and recreational facilities. The maximum FAR for buildings in areas designated PR is 0.10.

Agricultural (A)

The A designation provides for protection of agricultural lands, including farmed or grazed wetlands, for long-term productive agricultural and wildlife habitat uses. The designation also ensures adequate separation between agricultural operations and adjacent development. Residential uses related to agricultural operations are also permitted. The maximum FAR for buildings in areas designated A is 0.10 and the assumed number of persons per dwelling unit is 2.7.

Timberland (T)

The T designation provides for the growing, harvesting, and production of timber. Residential uses related to timber production operations are also permitted. The assumed number of persons per dwelling unit is 2.7.

Natural Resources (NR)

The NR designation provides for the protection, enhancement, and restoration of environmentally-sensitive habitat areas and for resource dependent uses consistent with the continuance of such habitat areas.

Water--Development (WD)

The WD designation provides for port- and harbor-related uses of the estuarine waters of Humboldt Bay consistent with the City's resource protection policies.

Water--Conservation (WC)

The WC designation provides for the protection, enhancement, and restoration of valuable fish, wildlife, and sensitive habitat areas and for limited resource-dependent uses and public recreation in estuarine waters.

COASTAL LAND USE DESIGNATIONS

In preparing this General Plan, the City established land use designations that correspond essentially with all of the LCP designations. Table B-1 in Appendix B lists each designation appearing on the *Land Use Diagram* and indicates the LCP designation with which it corresponds. The Coastal Act requires LCP Land Use Plan designations to include more specificity than that required by State General Plan law. Accordingly, for each designation appearing on the *General Plan Land Use Diagram* within the incorporated area of the Coastal Zone, Table B-1 shows the corresponding LCP designation and the more detailed purpose description and use prescriptions contained in the LUP. Figure B-2 in Appendix B shows the *Land Use Diagram* land use designations for the area of the city within the Coastal Zone.

TABLE 1-1
CITY OF EUREKA GENERAL PLAN
LAND USE DESIGNATIONS AND STANDARDS

Category	Designation	Residential Density (DUs/Net Acre)	Maximum Floor- Area Ratio (FAR)	Corresponding City Zoning Districts	Corresponding County GP Des.
Core	Retail Commercial (C-RC)		3.00	CC	
	Waterfront Commercial (C-WFC)		1.00	CW	
	Coastal-Dependent Industrial (C-CDI)		0.50	MC	
	Residential Office (C-RO)		1.50	OR	
Residential	Rural Residential (RR)	Up to 1.0		--	AS, RV
	Estate Residential (ER)	1.1 to 4.0		RS-12	RE
	Low Density Residential (LDR)	4.1 to 8.0		RS-6	RL
	Medium Density Residential (MDR)	8.1 to 18.0		RM-2	RM
	High Density Residential (HDR)	18.1 to 30.0		RM-1	RH
Commercial	Neighborhood Commercial (NC)		0.50	CN	CG
	Community Commercial (CC)		0.35	CP	--
	Highway Service Commercial (HSC)		0.50	CS	CS
	Automotive Service Commercial (ASC)		0.35	CS	CS
	General Service Commercial (GSC)		0.50	CS	CS
	Professional Office (PO)		1.00	OR	--
	Waterfront Commercial (WFC)		1.00	CW	CR
	Medical Services Commercial (MSC)		1.00	HM	CG
Industrial	Light Industrial (LI)		0.50	ML	MG
	General Industrial (GI)		0.50	MG	MG
	Coastal Dependent Industrial (CDI)		0.50	MC	MC
Public/Quasi-Public	Public/Quasi-Public (PQP)		0.50	P	PF, P
	Civic Government Center (CGC)		3.00	--	
	Park and Recreation (PR)		0.10	P	PR
Open Space	Agricultural (A)	2 du/lot	0.10	AC	AE, AG, AL, AEG, AR
	Timberland (T)	2 du/lot		--	T, TC
	Natural Resources (NR)			NR	NR, MR
	Water-Development (WD)		--	WD	
	Water-Conservation (WC)		--	WC	

GOALS, POLICIES, AND PROGRAMS

The goals and policies of this section are organized topically according to the following categories, each of which relates to a key set of related issues pertaining to land use and development in Eureka.

- Land Use and Development Framework
- Core Area
- Residential/Neighborhood Development
- Industrial Development
- Community Facilities

LAND USE AND DEVELOPMENT FRAMEWORK

Goal 1.A: To establish and maintain a land use pattern and mix of development in the Eureka area that protects residential neighborhoods, promotes economic choices and expansion, facilitates logical and cost-effective service extensions, and protects valuable natural and ecological resources.

Policies

- 1.A.1. The City shall encourage infilling of vacant urban land and reuse of underutilized urban land within the Planning Area as its first priority of accommodating demand for growth.
- 1.A.2. The City shall work with Humboldt County to coordinate development decisions in unincorporated areas surrounding Eureka to ensure compatibility between the County's planning efforts and the City's efforts.
- 1.A.3. The City supports annexation as a positive means of city expansions but shall evaluate annexation proposals on a case-by-case basis. In reviewing these proposals, the City shall consider the questions listed in Table 1-2. The City shall support only those annexations that:
 - a. Are broadly supported by affected residents and property owners
 - b. Are beneficial to the City
 - c. Promote orderly development and redevelopment of land within the city's sphere of influence
 - d. Promote efficiency in service delivery

TABLE 1-2 ANNEXATION CONSIDERATIONS	
1. Resident Support	What is the likelihood of gaining political support from property owners in the annexation area?
2. Development and/or Redevelopment Potential	Will the annexation add vacant developable land to the city or is there potential for significant redevelopment?
3. Strategic Importance	Will the annexation further city goals?
4. Preemptive Action	Would the annexation help prevent unwanted or incompatible development on the city's periphery?
5. Revenue Potential	What amount of revenue can be anticipated from property, sales, and other taxes; will the annexation result in a net revenue gain or a net loss to the city?
6. Cost of Providing Ongoing Municipal Services	What will it cost to provide police services, fire services, road maintenance, parks and recreation, sewer service, and water service; can the city bear the cost of providing these ongoing services in the annexed area?
7. Need for Upgrading Existing Infrastructure	To what degree do existing drainage systems, water delivery systems, sewer collection systems, streets and roads, and other infrastructure need to be brought up to city standards; can the city bear this cost?
8. Potential for Improved Service Delivery	Is there potential for improved service delivery in the annexed area and/or the city as a whole or will some services be reduced?

- 1.A.1. To promote the public safety, health, and welfare, and to protect private and public property, to assure the long-term productivity and economic vitality of coastal resources, and to conserve and restore the natural environment, the City shall protect the ecological balance of the coastal zone and prevent its deterioration and destruction.
- 1.A.2. Within the coastal zone, the City shall ensure that coastal-dependent developments have priority over other developments on or near the shoreline. Except as provided elsewhere in this General Plan, coastal-dependent development shall not be sited in a wetland. Coastal-related developments shall generally be accommodated proximate to the coastal-dependent uses they support.
- 1.A.3. The City shall continue to work with the Humboldt Bay Harbor, Recreation, and Conservation District to implement the projects described in the City's *Eureka Waterfront Revitalization Program* and listed below:
- a. Establishment of a comprehensive wetland management program that includes all of Eureka's restored and natural wetland areas.
 - b. Implementation of the PALCO Marsh Enhancement Plan.
 - c. Construction of a public access vista point at the foot of Truesdale Street.
 - d. Reconstruction of the Landing dock near the foot of C Street.
 - e. Design and construction of a public berthing facility in Inner Reach near the Adorni Center.
 - f. Development of a multi-use building between C and F Streets to house a Fisherman's-Farmer's Market and retail stores.
 - g. Development of Fisherman's Parcel for fishing fleet activities.
 - h. Rehabilitation of the existing small boat basin, dredging and expansion of the Humboldt Yacht Club, and development of a fishing industry support facility.

- i. Completion of a waterfront bicycle/pedestrian trail from K Street to Del Norte Street.
- j. Development of a Wetland Mitigation Bank as a comprehensive tool for mitigating the loss of wetlands to development.
- k. Development of a facility for the Humboldt Bay Rowers Association near the Adorni Center.

CORE AREA

Concentrated Mixed-Use Core

Goal 1.B: To create a compact, pedestrian-oriented, economically robust, central Core Area that provides a clear geographic focus for attracting visitors and residents and for increasing private sector investment.

Policies

- 1.B.1. The City shall promote the development of a compact Core Area of concentrated commercial, residential, fishing-related, civic, cultural, and recreational activities by unifying parts of the three historical central "districts" (i.e., Old Town, Downtown, and the Waterfront).
- 1.B.2. The City shall actively encourage, support, and provide incentives, where feasible, for the types of development it prefers in the Core Area, including the following:
 - a. Mixed-use projects.
 - b. Housing in upper stories of buildings.
 - c. Professional offices in upper stories of buildings.
 - d. Projects that reinforce viable existing uses, such as fisheries.
 - e. Projects that reinforce the identity of the Core Area.
- 1.B.3. The City shall promote development in areas immediately adjacent to the Core Area that support and complement Core Area uses.
- 1.B.4. The City shall promote the development of major public and private facilities that attract numerous patrons—such as a performing arts center, conference center, cinema, transit center, public market—within or directly adjacent to the Core Area where they have the maximum positive effect on the economic and social vitality of the Core Area. The City shall discourage development of these same uses outside the Core Area and directly adjacent areas.
- 1.B.5. The City shall promote the establishment and maintenance of pedestrian-oriented commercial uses such as retail stores, cafes, and restaurants along F Street and 2nd Street, particularly at the street level. The City shall encourage the establishment and maintenance of less pedestrian-oriented uses such as professional offices and multi-family residential uses on the upper floors of multi-story buildings.
- 1.B.6. The City shall explore the feasibility of closing 2nd Street between A and B Streets and locating a permanent public market or similar active public use (e.g., Pike Street Market in Seattle) adjacent to the proposed intermodal transportation center. This would provide a major public facility and visitor-oriented landmark at the west end of the retail section of 2nd Street and create a line of demarcation between the Core Area and the light industrial area to the west.
- 1.B.7. The City shall attempt to maximize the effectiveness of public sector investment by concentrating on a limited number of strategically-located, mutually-reinforcing, highly-visible projects that will stimulate private-sector investment.

- 1.B.8. The City shall work with local banks to develop public sector-private sector funding programs for retrofit and rehabilitation of unreinforced masonry buildings in the Core Area.
- 1.B.9. The City shall encourage economic investment in buildings, ranging from modest signage improvements and new paint, to major facade improvements, remodels, and new buildings.
- 1.B.10. The City shall use unified landscaping and streetscape elements (i.e., streetlights, seating, signage, banners) to create a single Core Area identity and to unify the three historical central "districts" (i.e., Old Town, Downtown, and the Waterfront.)
- 1.B.11. The City shall encourage and provide incentives, where feasible, for retrofit and rehabilitation of unreinforced masonry buildings in the Core Area that pose an earthquake risk.
- 1.B.12. The City shall discourage development at the western edge of the Core Area that could erode the economic viability of industrial uses in the adjacent light industrial area. This includes discouraging uses in the Core Area that would prompt significant increases in property values that would in turn lead to displacement of adjacent or nearby light industrial uses.
- 1.B.13. The City shall cooperate with Humboldt County in an effort to relocate the County's 2nd and J Street facilities that are no longer appropriate for the Core Area. The sites should be redeveloped for visitor-accommodations and residential uses. The City shall consider providing incentives to the County where feasible and appropriate for such relocation.
- 1.B.14. The City shall encourage and provide incentives, where feasible, for the relocation of privately-owned industrial facilities that are no longer appropriate for the Core Area.
- 1.B.15. The City shall discourage the development or continued operation of facilities that promote the concentration of homeless or transients in the Core Area. The City supports the establishment of these facilities in the Eureka area outside of the Core Area.

Arts and Culture

Goal 1.C: To promote cultural arts within the Core Area that help to activate and economically revitalize the Core Area.

Policies

- 1.C.1. The Core Area shall be the City's first choice in siting or relocating new cultural facilities, museums, and performing or visual arts facilities. The City shall promote the development of a cultural arts/theater district within the Core Area that focuses primarily on the F Street Corridor.
- 1.C.2. The City shall provide leadership and support for creating a performing arts complex near the Eureka Theater and Carnegie Library.
- 1.C.3. The City shall participate in studies to determine the feasibility of renovation of other cultural facilities, such as the Ingomar Theater.
- 1.C.4. The City shall encourage the interim use of empty stores in the Core Area as temporary (phantom) art galleries.
- 1.C.5. The City shall support rehabilitation and conversion of vacant upper floors of buildings in the Core Area as artist live-work spaces.

- 1.C.6. The City shall develop an active program for providing public art.
- 1.C.7. The City shall encourage and assist in the development of murals to enliven blank walls in the Core Area.

Waterfront

Goal 1.D: To revitalize the Core Area waterfront, enhancing coastal-related tourism and recreation, while maintaining the economic base and employment provided by the fishing industry.

Policies

- 1.D.1. The City shall retain the historic waterfront building scale, building form, and general character in waterfront revitalization and development as a means of creating a "Victorian Seaport" identity for the waterfront area. New buildings developed along the waterfront north of First Street/Waterfront Drive should not exceed three stories or 50 feet in height.
- 1.D.2. Except for safety reasons in industrial operations, the City shall ensure public access along the full length of the shoreline within the Core Area through development of multiple access points such as walkways, paths, docks, and piers.
- 1.D.3. The City shall promote the continued operation of existing fisheries and fisheries-related industry throughout the Core Area waterfront.
- 1.D.4. The City shall encourage expansion of the fisheries industry west of C Street in the Core Area.
- 1.D.5. The City shall expand and enhance opportunities for recreational and visitor-serving uses and activities along the waterfront, including visitor accommodations, boating facilities, water transportation, fishing, and other similar attractions.
- 1.D.6. The City shall encourage expansion of the F Street pier into a major facility that focuses and anchors waterfront public access and open space.

Tourism

Goal 1.E: To expand and enhance the Core Area as a tourist destination.

Policies

- 1.E.1. The City shall actively encourage, support, and provide incentives, where feasible, for locating visitor-serving development, particularly hotels and bed and breakfast inns, in the Core Area. Visitor-serving development should be concentrated primarily along the waterfront, 2nd Street, and the north end of F Street.
- 1.E.2. The City shall promote the development and expansion of such tourist activities as boat tours and carriage rides in the Core Area.
- 1.E.3. Where recreation or visitor-serving uses are integrated with coastal-dependent uses, the City shall ensure that the recreation or visitor-serving uses are secondary to and compatible with the coastal-dependent uses. To the extent feasible and permitted pursuant to other applicable law, fish

processing facilities should incorporate educational and tourist activities and facilities such as tours, fish markets or shops, restaurants and other attractions that support the fishing industry.

Core Area Residential Community

Goal 1.F: To expand the residential population of the Core Area.

Policies

- 1.F.1. The City shall promote expansion of the housing stock on the upper floors of multi-story buildings in the Core Area through rehabilitation, conversion, and infill.
- 1.F.2. The City shall promote a mix of housing types and costs in the Core Area, including market-rate, moderate- and low-income, and artist work-live space. The City shall assist, where feasible, development of low- and very-low-income housing in the Core Area.
- 1.F.3. The City shall encourage the development of both rental and for-sale housing in the Core Area.
- 1.F.4. The City shall support development of residential-serving services in the Core Area, such as neighborhood markets.
- 1.F.5. To increase the feasibility of residential development in the Core Area, the City shall consider reducing parking requirements for Core Area housing.

Core Public Open Space

Goal 1.G: To create a system of usable public open space that is attractive, historically-sensitive, and well-maintained.

Policies

- 1.G.1. The City shall provide a coordinated and unified system of plazas, squares, parks, and public-ways (including street trees and streetscape) that promotes pedestrian vitality in the Core Area.
- 1.G.2. The City shall redesign and retrofit Gazebo and Clark Plazas to increase their usefulness and to reduce their associated social problems.
- 1.G.3. The City shall expand the public pier at the foot of F Street to enhance leisure and recreation opportunities within the Core Area.

View Corridors

Goal 1.H: To maintain and expand views of the waterfront, inner harbor, and landmark buildings from public streets and other public spaces.

Policies

- 1.H.1. The City shall promote unobstructed view corridors to the waterfront from public streets and other public spaces through careful building siting and effective street tree maintenance.

- 1.H.2. The City shall create a gateway to the waterfront/inner harbor at the foot of F Street, defining the terminus of the street (e.g., flags, ships masts).
- 1.H.3. The City shall maintain unobstructed views of the Carson Mansion along the entire length of 2nd Street through street tree pruning or removal as necessary.
- 1.H.4. The City shall establish landmark features (e.g., buildings, sculptures) at the terminus of key Core Area streets, most importantly at the west end of 2nd Street (B Street) and at the foot of F Street.

Architectural/Landscape Character

Goal 1.I: To maintain the distinctive architecture, historic character, and landscape quality within the Core Area.

Policies

- 1.I.1. The City shall ensure that structures of historic or architectural interest are preserved and, wherever feasible, rehabilitated to protect the variety and quality of older buildings in the Core Area. In cases where such structures might be used to better advantage in new surroundings, the City shall encourage relocation.
- 1.I.2. The City shall aggressively support facade improvements for buildings in the Core Area, including provision of incentives. F Street and 2nd Street should have the highest priority for facade improvements.
- 1.I.3. The City shall enhance the historic quality of major traffic thoroughfares, particularly F, 4th, 5th, 6th, and 7th Streets, by encouraging property owners to remove "slip-cover" (i.e., contemporary/remodeled) facades that have been placed over intact historic facades.
- 1.I.4. The City shall encourage property owners to maintain, enhance, and protect the existing character of historic buildings, with a particular emphasis on retaining or restoring original style, consistent with the Secretary of the Interior's standards.
- 1.I.5. The City shall require that new buildings in the Core Area be compatible with the surrounding building scale, character, and materials. In no event shall a new building exceed 75 feet in height. The City shall require that facades on new buildings in the Core Area are a minimum of 18 to 20 feet tall, including decorative front cornices.
- 1.I.6. The City shall require that signs in the Core Area are appropriate to the pedestrian environment and to the scale and character of the buildings they serve.
- 1.I.7. The City shall maintain the basic scale and character of the traditional grid street pattern in the Core Area, including street dimensions and alignment, sidewalk width, curb lines, and parallel parking.
- 1.I.8. The City shall maintain the historic pattern of building siting in the Core Area by requiring that buildings be built to the street property and side lines and, by retaining the building scale and cadence created by historic parcel dimensions, even where lot consolidation is necessary to create economically viable development.
- 1.I.9. The City shall promote the creation of a strong and appealing retail environment by requiring the use of transparent commercial storefronts (i.e., windows and doors) and continuous and compatible

building facades. Conversely, the City shall prohibit the creation of blank walls and discontinuity in building facades.

- 1.I.10. The City shall enhance the pedestrian environment through streetscape elements such as attractive planter boxes; comfortable seating that discourages domination by a single social group; attractive and functional lighting and street signs; attractive trash receptacles; clean, secure and convenient public restrooms; and convenient parking.
- 1.I.11. The City shall upgrade the visual and pedestrian amenity quality of 2nd Street through repair and renovation of existing street furniture, street lights, street signs and sidewalks; pruning of street trees, and where necessary, removal of street trees that are blocking views of the Carson Mansion; replacement of missing or damaged street trees; re-landscaping of planters and other planting areas; and other improvements within the public way.

Maintenance and Safety

Goal 1.J: To create a safe, clean, and pedestrian-friendly Core Area.

Policies

- 1.J.1. The City shall provide a high level of maintenance to ensure that the Core Area is free of trash and litter.
- 1.J.2. The City shall work with property owners to ensure that rear entries to stores are attractive and alleys are well maintained. The City shall encourage consolidation of dumpster areas in alleys and shall require upgrading of the visual quality of dumpster enclosures.
- 1.J.3. The City shall ensure that street lighting supports a safe, well-lighted pedestrian environment for night use of the Core Area.
- 1.J.4. The City shall provide adequate and attractive trash receptacles on sidewalks.
- 1.J.5. The City shall remove or upgrade obsolete or dysfunctional poles, posts, and bicycle racks on sidewalks in the Core Area.
- 1.J.6. The City shall maintain and prune trees and landscaping in public rights-of-way, parks, and plazas to facilitate visibility and surveillance of public spaces in the interest of public safety.

RESIDENTIAL/NEIGHBORHOOD DEVELOPMENT

Goal 1.K: To provide adequate land in a range of residential densities to accommodate the housing needs of all income groups expected to reside in Eureka.

- 1.K.1. The residential environment of Eureka should be guided by the following neighborhood development principles.
 - a. Neighborhoods should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
 - b. Neighborhoods should have a center focus that combines commercial, civic, cultural and recreational uses.
 - c. Neighborhoods should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.

- d. Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.
 - e. Streets, pedestrian paths, and bike paths should contribute to a system of fully-connected, interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting, and by discouraging high speed traffic.
 - f. Wherever feasible, the natural terrain, drainage and vegetation of the neighborhood should be preserved with superior examples contained within parks or greenbelts.
 - g. Neighborhood design should help conserve resources and minimize waste.
 - h. Neighborhoods should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and recycling.
 - i. New neighborhoods should be developed so that street orientation, the placement of buildings, and the use of shading should contribute to the energy efficiency of the neighborhood.
- 1.K.2. The City shall promote the individuality and identity of each neighborhood while at the same time upgrading the overall environment through excellence of architecture, design, landscaping, retention of views, and street furniture.
 - 1.K.3. The City should encourage retention of neighborhood convenience shopping that is compatible with the overall circulation and land use pattern so as to provide convenience for residential areas.
 - 1.K.4. The City shall ensure that infill development (either new or rehabilitated residential structures) is compatible with the overall established character of residential neighborhoods.
 - 1.K.5. The City shall encourage higher residential densities at locations where convenient access and adequate facilities, including parks and open space, are readily available.
 - 1.K.6. The City shall encourage higher residential densities in the Core Area and in neighborhoods where existing and planned community facilities and utilities are designed to handle increased densities.
 - 1.K.7. The City shall encourage rural and estate densities and planned unit developments in areas immediately adjacent to gulch greenways so as to preserve the openness and visual amenities of these valuable natural assets while reducing sprawl conditions and the cost of utilities, circulation, grading, and construction.

COMMERCIAL DEVELOPMENT

Goal 1.L: To ensure an adequate supply of commercial land for and promote the development of commercial uses to meet the present and future needs of Eureka residents and visitors and to maintain economic vitality.

Policies

- 1.L.1. The City shall discourage new commercial development within the city that will adversely affect the economic vitality of the Core Area. This City shall also encourage Humboldt County to discourage such development in adjacent unincorporated areas.
- 1.L.2. The City shall promote high quality design, visual attractiveness, proper location, adequate sites, sufficient off-street parking, and a convenient circulation system for commercially-designated areas of the city.

- 1.L.3. The City shall discourage isolated and sprawling commercial activities along major roads and instead reinforce the vitality of the Core Area and existing community and neighborhood shopping areas.
- 1.L.4. The City shall encourage consolidation and upgrading of established commercial centers over the development of new shopping centers within the Planning Area. The City shall also encourage Humboldt County to do likewise.
- 1.L.5. The City shall support the continued vitality and upgrading of Henderson Center within its existing boundaries.
- 1.L.6. The City shall support the retention and upgrading of small neighborhood retail centers serving the immediate residential neighborhoods and provide for such uses in new residential development. These centers should be located and designed to serve neighborhood pedestrian trade and should not occupy more than one-quarter of the block on which they are located.
- 1.L.7. The City shall require major commercial development to consolidate and control access to avoid congestion, confusion, and traffic conflicts.
- 1.L.8. The City shall require major commercial development projects to either be located in areas served by public transportation or in areas to which the existing public transportation service can be feasibly extended.
- 1.L.9. The City shall promote the location of community shopping developments in areas with access from an intersection of arterial streets and within areas of higher residential density.
- 1.L.10. The City shall work with property owners in deteriorated and deteriorating commercial areas to either rehabilitate their properties or convert them to productive uses that are consistent with this General Plan.
- 1.L.11. The City shall protect and, where feasible, upgrade facilities serving the commercial fishing and recreational boating industries. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. New recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry.
- 1.L.12. The City shall promote the concentration of automobile-oriented retail development in the ASC-designated area at the west end of 6th and 7th Streets. In particular, the City will support the establishment and retention of auto dealerships in this area. The City shall also discourage the establishment of new dealerships outside of this area.
- 1.L.13. The City shall cooperate with Humboldt County to support the continued concentration of medical and related facilities and services in the Harrison Avenue Corridor. The City shall limit commercial development in the corridor to those uses directly dependent on or oriented to the patrons and staff of nearby hospitals and medical offices. The City shall also cooperate with the County to ensure that new projects in the corridor provide sufficient parking.
- 1.L.14. The City supports the redesignation and rezoning of the Lieber parcel in the northeast quadrant of the Elk River interchange on U.S. 101 for commercial, industrial, or mixed-use development if the project can meet the policies and requirements of the federal and state agencies that would have to approve the project.

INDUSTRIAL DEVELOPMENT

Goal 1.M: To ensure an adequate supply of industrial land for and promote the development of industrial uses to meet the present and future needs of Eureka and to maintain economic vitality.

Policies

- 1.M.1. The City shall protect industrially-designated land from pre-emption by residential, commercial, and other unrelated and incompatible uses.
- 1.M.2. The City shall promote development and upgrading of the Westside Industrial Area to accommodate industrial growth and the relocation of industry from unsuitable sites and areas.
- 1.M.3. The City shall support the retention of existing and establishment of new fishing facilities and related uses in the area north of the railroad tracks between Commercial Street and C Street in the Core Area. The City shall encourage new development in the area that reinforces the essentially industrial character of the area and reduces potential land use conflicts and speculative inflation of land values.
- 1.M.4. The City shall promote the development of a modern multiple-purpose dock at Dock B that would combine a cruise ship terminal with a break-bulk/container cargo terminal and fishing facilities.
- 1.M.5. If efforts to develop a multi-purpose terminal at Dock B are unsuccessful, the City will support the development of a non-coastal industrial park in the Dock B area, including the "balloon track" and the Wright-Schuchart site. In developing such an industrial park, the City would retain the Dock A area for possible long-term cargo terminal development.
- 1.M.6. The City shall consider developing an industrial park in the Hinge Area roughly defined by Broadway and C Streets. The focus of an industrial park in this area would be on making individual parcels and rehabilitated buildings available for small-scale industrial users.
- 1.M.7. The City shall encourage coastal-dependent industrial facilities to locate or expand within existing sites. Non-coastal-dependent uses located along the waterfront shall, if feasible, be relocated to other more appropriate areas within the city.
- 1.M.8. The City shall require that new industrial and heavy commercial development projects have convenient and safe access to major transportation facilities (highways, railroads, waterfront facilities) to minimize unnecessary and disruptive traffic through residential and other sensitive sections of the city.
- 1.M.9. The City shall prohibit new residential uses within or directly adjacent to industrial areas so as to avoid conflicts and the provision of unnecessary services and facilities.
- 1.M.10. The City shall permit mixed industrial and commercial uses only when such uses are determined to be compatible or necessary for operations.
- 1.M.11. The City shall require that industrial development avoids or minimizes creating substantial pollution, noise, glare, odor, or other significant offensive activity that would contribute negatively to adjacent uses and other areas of the city.
- 1.M.12. The City shall ensure that areas designated for industrial development be adequately served by utilities and facilities so as to promote consolidated development and reduce energy consumption.

- 1.M.13. The City shall ensure that the streets and corners in industrial areas are sufficiently wide to easily accommodate truck traffic.
- 1.M.14. The City shall require that industrial development projects provide ample space for truck loading, parking, and maneuvering.
- 1.M.15. The City shall treat exiting offices as permitted uses in the Light Industrial (LI) designation and shall allow their expansion within the boundaries of the same parcel, consistent with zoning standards.

COMMUNITY FACILITIES

Goal 1.N: To ensure an adequate supply of land for community facilities and services to meet the present and future needs of Eureka.

Schools (*see also Section 4, Public Facilities and Services*)

- 1.N.1. The City shall encourage the retention and upgrading of elementary school facilities to serve as the focal point of each neighborhood's social, cultural, vocational and recreational, as well as educational activities. Where ever feasible, open-space, playgrounds, neighborhood parks, and other neighborhood-scale facilities should be located adjacent to elementary schools.
- 1.N.2. The City shall work with local school districts to ensure that school sites are relatively free from external disturbing factors such as heavy traffic, excessive noise, offensive odors and incompatible land use.
- 1.N.3. The City shall work with local school districts to ensure that all new schools are centrally located within the neighborhoods they serve and that new schools are sited to be compatible with surrounding neighborhood land uses. The City shall promote the development of new schools according to the following principles:
 - a. Elementary schools should be located close to the center of the residential areas served and away from arterial traffic routes so that children do not have to cross arterials.
 - b. Junior high schools should have direct access to collector streets, be located near a concentration of dwelling units, and with pedestrian walkways to provide access to and from the residential area served.
 - c. High schools should be centrally located so as to have direct arterial access while serving the total community.
- 1.N.4. The City shall work with local school districts to promote the concept of combined schools-parks whenever feasible (i.e., elementary school-neighborhood park, junior high school-community park, and high school-community park).
- 1.N.5. The City shall support the efforts of the school district to acquire new school sites.

Parks and Recreation (*see also Section 5, Recreational and Cultural Resources*)

- 1.N.5. The City shall ensure that sufficient area is provided for parks and open-space in all of Eureka's residential neighborhoods and shall plan for such uses as new residential development occurs.
- 1.N.6. The City shall encourage development of parks adjacent to school sites that contain facilities and equipment that enhance and are compatible with the residential character of neighborhoods.

Public and Quasi-Public Facilities (see also Section 4, Public Facilities and Services)

- 1.N.7. To reinforce downtown Eureka's role as the regional center for government facilities and services, the City shall encourage and support consolidation of civic and governmental offices, services, and functions within the area designated Civic Government Center on the Land Use Diagram. This will provide a single, efficient, and readily accessible location for the public.
- 1.N.8. The City shall encourage the coordination of public and private facilities whenever beneficial and avoid unnecessary duplication.
- 1.N.9. The City shall strive to provide high quality public facilities, utilities, and services throughout the urbanized area of Eureka and shall ensure that such facilities, utilities, and services are compatible with surrounding development.
- 1.N.10. In considering proposals for development of places of public assembly (e.g., meeting halls, places of worship), the City shall encourage the provision of direct access to an arterial street.
- 1.N.11. The City shall require that all public buildings comply with the requirements of the Americans with Disabilities Act (ADA).
- 1.N.12. The City shall continue to support the efforts of the Humboldt County Convention and Visitors Bureau to locate a community conference center within or at the edge of the Core Area.
- 1.N.13. The City shall promote the location of museums and regional cultural facilities within or adjacent to the Core Area.
- 1.N.14. The City shall work with other local, state, and federal agencies to locate governmental garages and corporation yards in heavy commercial or industrial areas. Such facilities should be adjacent to or very near an arterial street, but should not directly abut an arterial, since the ingress and egress of trucks and other equipment could slow usual arterial traffic. The yard site should also be large enough to meet reasonable future needs and be compatible with surrounding land uses. The City shall encourage Humboldt County to relocate its 2nd and J Street facilities to a more appropriate area.
- 1.N.15. The City shall ensure that fire stations are as compatible as feasible with neighboring land uses and that they relate to the City's major street system in the following manner:
 - a. With access to arterial streets, but not directly facing onto an arterial due to the difficulty and danger of entering traffic flow;
 - b. Location near, but not at, major street intersections due to possible traffic back-up.
 - c. Location on one-way streets should be avoided.

Medical Facilities (see also Section 4, Public Facilities and Services)

- 1.N.16. The City shall work with Humboldt County to encourage the consolidation and upgrading of medical facilities in the Harrison Avenue medical corridor consistent with high standards of design, an improved circulation system, joint use of facilities, and adequate parking facilities. In doing so, the City shall ensure the protection of the surrounding residential areas from excessive traffic, noise, and congestion.
- 1.N.17. In considering proposals for development of new medical facilities and services, the City shall promote the following principles:

- a. Hospital and other acute care facilities should be located with access to arterial streets and should be served by public transportation. The actual site should include space for adequate parking and future expansion.
- b. Medical offices and laboratory facilities should be provided around hospital facilities and/or at the edges of commercial centers with direct arterial access. Medical offices and laboratory facilities can establish a transition between hospitals and residential areas and between commercial uses and residential areas. Adequate off-street parking should be provided at all medical offices and joint use of parking should be encouraged.
- c. Convalescent hospitals, nursing homes and related services for the elderly should be located in multi-family areas of the city, preferably near major medical facilities and public transportation.

Library Services (see also Section 4, *Public Facilities and Services*)

- 1.N.18. The City shall work with Humboldt County to ensure that City-County library facilities are available to help fulfill the general cultural, educational, informational, and recreational needs of the public and to allow room for expansion of service and community growth.
- 1.N.19. The City shall work with Humboldt County to ensure that a branch library is sited in southern Eureka to serve the southern Eureka, Cutten, Pine Hill, and South Bay areas.

IMPLEMENTATION PROGRAMS

- 1.1. The City shall undertake a comprehensive review and revision of its Zoning Ordinance to ensure its consistency with this General Plan.

Responsibility: City Council
Community Development Department
Time Frame: FY ; 97-98 ;98-99

- 1.2. The City shall prepare and adopt Design Guidelines to govern the design of new buildings and renovation of existing buildings and to guide public improvements in the Core Area.

Responsibility: City Council
Community Development Department
Redevelopment Agency
Time Frame: FY 96-97

- 1.3. The City shall revise the approved street tree list for the Core Area, limiting tree selection to fewer species more appropriate to the local climate and to use in commercial areas.

Responsibility: Parks and Recreation Department
Engineering Department
Time Frame: FY 96-97

- 1.4. The City shall prepare and adopt a capital improvement program and schedule for Core Area streetscape and landscape improvements.

Responsibility: City Council
Engineering Department
Redevelopment Agency
Community Development Department
Time Frame: FY; 97-98; annually thereafter

- 1.5. The City shall continue to operate a facade improvement program in the Core Area as funds are available.

Responsibility: Redevelopment Agency

Time Frame: Ongoing

- 1.6. The City shall undertake the redesign and renovation of Gazebo Plaza in a manner that is more appropriate to its historic architectural setting. The plaza seating should be less easily dominated by vagrants, more flexible in terms of use for civic and cultural events, and should provide strong support for the retail community, including attractiveness to visitors. A venue for cultural and musical performances should not dominate the plaza, but should be sited in the northwestern corner.

Responsibility: City Council

Redevelopment Agency

Community Development Department

Time Frame: FY 97-98

- 1.7. The City shall undertake the redesign and renovation of Clark Plaza, upgrading and enhancing the visual quality and pedestrian amenities, and converting the park into more useable public space. The park should reflect the historic character of its architectural setting, provide outdoor display and social gathering space for the Clark Museum, and accommodate outdoor dining for the several restaurants and food services adjacent to and near the park.

Responsibility: City Council

Community Development Department

Redevelopment Agency

Time Frame: FY 96-97

- 1.8. The City shall work aggressively with Humboldt County and private property owners to relocate inappropriate uses in the Core Area to more appropriate locations in the city.

Responsibility: Redevelopment Agency

Community Development Department

Engineering Department

Time Frame: Ongoing

- 1.9. The City shall undertake a needs assessment and design study for the area designated Automotive Service Commercial on the Land Use Diagram. The study should focus on accommodating the expansion needs of the automotive sales and service business in the area, developing a unified visual theme for the area, and cooperative efforts for regional marketing.

Responsibility: Redevelopment Agency

Community Development Department

Time Frame: FY 97-98

- 1.10. The City shall prepare and adopt a plan for the expansion and renovation of the F Street pier and surrounding area into a major facility that focuses and anchors waterfront public access and open space.

Responsibility: City Council

Community Development Department

Time Frame: FY 97-98

- 1.11. The City shall participate in the development of Fisherman's Parcel for fishing fleet activities.



Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager
Time Frame: As funding becomes available

SECTION 2

HOUSING

The *Housing Element* is subject to specific statutory requirements for periodic updates. The City completed the mandatory *Housing Element* update and adopted a revised *Housing Element* in December 1995. Because the City devoted extensive recent effort to updating and adopting the *Housing Element*, it was not revised as part of this General Plan Update.

- Streets and Highways
- Public Transit
- Bicycle Transportation
- Pedestrian Transportation
- Cable Television
- Air Transportation
- Water Transportation
- Green Space, Recreation and Parking

STREETS AND HIGHWAYS

Goal 2.6: To provide for the planning and development of the City's street and highway system, ensure safe and efficient movement of people and goods and provide facilities for non-motorized development.

Policies

- 2.6.1 The City shall expand and maintain its street and highway system according to the classifications shown in Table 2-1 and depicted in Figure 2-1.
- 2.6.2 The City shall endeavor to manage its street and highway system to be consistent with the Level of Service C operation on all roadway segments, except for any portion of a 2,500+ square foot intersection, if such is applicable. For evaluation purposes, section levels shall be determined on the basis of undivided roadway planning capacities shown in Table 2-3 and the definition of service levels shown in Table 2-4.
- 2.6.3 The City shall require that all new and improved streets in Eureka be designed in accordance with the roadway cross-section standards shown in Table 2-5.
- 2.6.4 The City shall encourage compliance with the California Vehicle Code and Traffic Manual to establish speed limits.
- 2.6.5 The City shall continue to pursue all available options for funding new and improved streets and highway facilities.
- 2.6.6 The City shall require all new land development projects to contribute a fair share of the cost of any street and highway improvement that can be assigned to the traffic-generating attributes of the new development. Any project that is expected to generate more than 10 trips per parking space shall be required to submit a traffic study to prove its approval. Any project that is anticipated to generate significant traffic impacts will be required to mitigate such impacts.

SECTION 2

HOUSING

The Housing Element is a critical component of the General Plan. It provides a framework for the city's housing policy and is the basis for the city's housing program. The Housing Element is a key tool for the city to address the housing needs of its residents and to ensure that the city's housing policy is consistent with the General Plan.

SECTION 3

TRANSPORTATION AND CIRCULATION

This section contains diagrams, goals, policies, and implementation programs that establish the framework for continued expansion of Eureka's transportation system. The goals and policies of this section are organized topically according to the following categories, each of which relates to a particular aspect of the transportation system.

- Streets and Highways
- Public Transit
- Bicycle Transportation
- Pedestrian Transportation
- Goods Movement
- Rail Transportation
- Water Transportation
- Core Area Circulation and Parking

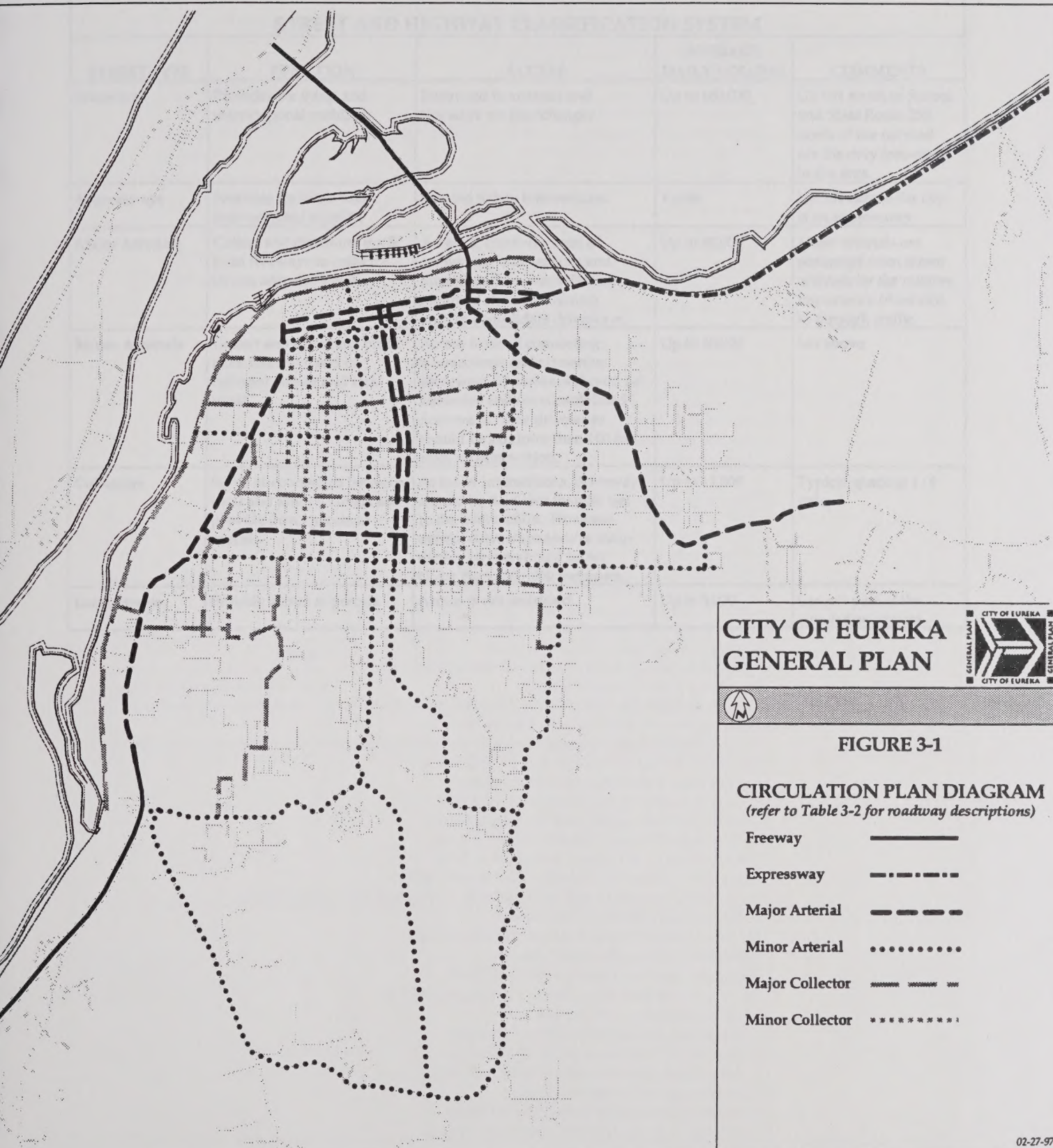
STREETS AND HIGHWAYS

Goal 3.A: To provide for the planning and development of the city's roadway system, ensure safe and efficient movement of people and goods, and provide sufficient access to new development.

Policies

- 3.A.1. The City shall expand and maintain its streets and highway system according to the classifications shown in Table 3-1 and depicted in Figure 3-1.
- 3.A.2. The City shall endeavor to manage its street and highway system so as to maintain Level of Service C operation on all roadway segments, except for any portion of U.S. 101, where Level of Service D shall be acceptable. For evaluation purposes, service levels shall be determined on the basis of midblock roadway planning capacities shown in Table 3-3 and the definitions of service levels shown in Table 3-4.
- 3.A.3. The City shall require that all new and improved streets in Eureka be designed in accordance with the roadway cross-sections standards shown in Table 3-5.
- 3.A.4. The City shall employ methods approved by the California Vehicle Code and Traffic Manual to establish speed limits.
- 3.A.5. The City shall continue to pursue all available options for funding new and improved street and highway facilities.
- 3.A.6. The City shall require all new land development projects to contribute a fair share of the cost of any street and highway improvement that can be assigned to the traffic-generating attributes of the new or intensified uses. Any project that is expected to generate more than 50 trips per peak hour shall be required to submit a traffic analysis prior to approval. Any project that is anticipated to generate significant traffic impacts will be required to mitigate such impacts.

- 3.A.7. The City should improve the appearance of existing transportation rights-of-way and incorporate high standards of aesthetic design when considering new transportation corridors, including streets, bikeways, walkways, and other related rights-of-way.
- 3.A.8. The City shall develop Waterfront Drive along Humboldt Bay from the Elk River Interchange to the vicinity of Eureka Slough, consistent with all other applicable General Plan and LCP policies.
- 3.A.9. The City shall require that streets developed in hilly and gulch greenway areas result in as little disruption of the natural topography as feasible. New roads should not be constructed in gulch greenway areas unless there is no feasible, less environmentally damaging alternative and the impacts can be adequately mitigated.
- 3.A.10. The City shall work with the Humboldt County Association of Governments (HCAOG), Caltrans, and Humboldt County to continue reviewing options for long-term solutions to congestion on U.S. 101, including development of some type of higher order facility (e.g., freeway or expressway).
- 3.A.11. The City shall require that new residential streets be developed to the minimum width consistent with safety and emergency access considerations and on-street parking needs.
- 3.A.12. The City shall endeavor to implement traffic controls at uncontrolled intersections that have created traffic conflicts and led to traffic accidents.
- 3.A.13. The City shall require that all new structures constructed adjacent to expressways, arterial streets, and collector streets in the city be situated so as to conform with the sight distance requirements defined in the California Department of Transportation (Caltrans) Highway Design Manual. The City shall also ensure that new roadways are designed to conform with the sight distance requirements in the *Highway Design Manual*.
- 3.A.14. The City shall require all new or intensified development projects to provide sufficient off-street parking supply so as to conserve the existing on-street supply, particularly in the commercial, medical services commercial, industrial, and higher density residential areas, except in the Core Area as specified under Goal 3.H in this document. In cases where off-street parking is required, the City will encourage joint-use parking arrangements.



CITY OF EUREKA GENERAL PLAN



FIGURE 3-1

CIRCULATION PLAN DIAGRAM (refer to Table 3-2 for roadway descriptions)

Freeway	—————
Expressway	- - - - -
Major Arterial	- - - - -
Minor Arterial	
Major Collector	- . - . - .
Minor Collector	* * * * *

TABLE 3-1

STREET AND HIGHWAY CLASSIFICATION SYSTEM

STREET TYPE	FUNCTION	ACCESS	AVERAGE DAILY VOLUME	COMMENTS
Freeways	Provides for intra- and inter-regional mobility	Restricted to arterials and freeways via interchanges	Up to 160,000	US 101 south of Sunset and State Route 255 north of the railroad are the only freeways in the area.
Expressways	Provides for intra- and inter-regional mobility	Limited to key intersections.	Varies	US 101 east of the city is an expressway
Major Arterials	Collect and distribute traffic from freeways to collector streets and visa versa	Access is currently from all connecting intersections and numerous driveways. Future planning should minimize and/or consolidate driveways.	Up to 40,000	Major arterials are separated from minor arterials by the relative importance of service to through traffic.
Minor Arterials	Collect and distribute traffic from freeways and to collector streets and visa versa	Access from all connecting intersections and numerous driveways. Driveways should be minimize and/or consolidated driveways. New driveways should be no closer than 100 feet from an intersection.	Up to 40,000	See above
Collectors	Serve as connectors between local and arterial streets and provide direct access to parcels.	At major intersections, driveways should be no closer than 50 feet to the intersection. Non-residential driveways and/or intersecting streets should be no closer than 300 - 400 feet apart.	Up to 12,000	Typical spacing: 1/4 mile.
Local Streets	Provide access to parcels.	Access is not restricted.	Up to 5,000	Largest part of the circulation system.

TABLE 3-2

ROADWAY CLASSIFICATIONS

ROADWAY CLASS	ROADWAY SEGMENT
Freeways	US 101 South of Elk River Interchange SR 255 north of 3 rd Street
Expressways	US 101 east of Y Street
Major Arterials	Broadway from Elk River Interchange to 4 th Street Fifth Street from Broadway to Y Street Fourth Street from Y Street to Broadway H Street from 4 th Street to Harris Street Harris Street from Broadway to Harrison Avenue Henderson Street from I Street to Broadway I Street from Harris Street to 4 th Street Myrtle Avenue from 5 th Street to Harrison Avenue West Avenue/V Street from 4 th Street to Myrtle Avenue
Minor Arterials	14 th Street from Broadway to West Avenue Campton Road from Oak Street to Walnut Drive Dolbeer Street from Harris Street to Hemlock Street E Street from 1 st Street to Harris Street F Street from Henderson Street to Oak Street Fairway Drive from Ridgecrest Drive to Herrick Road H Street from Harris Street to Oak Street Harris Street from Broadway to Hall Avenue Harrison Avenue from Harris Street to Myrtle Avenue Hemlock Street from Walnut Drive to Dolbeer Street S Street from County Lane to Harris Street Seventh Street from Broadway to Myrtle Avenue Sixth Street from Myrtle Avenue to Broadway Wabash Street from Railroad Avenue to H Street West Avenue from Myrtle Avenue to County Lane New North-South Roadway connecting Fairway Drive to Ridgewood Drive
Major Collectors	14 th Street from Railroad Avenue to Broadway Allard Avenue from Glen Street to Spring Street Buhne Street from Fairfield Street to Harrison Avenue Del Norte Street from E Street to P Street Fairfield Street from Harris Street to Wabash Avenue First Street from C Street to H Street Glen Street from Harris Street to Allard Avenue Hemlock Street from W Street to Walnut Drive Hodgson Street from S Street to W Street McCullens Avenue from Broadway to Utah Street S Street from Harris Street to Hodgson Street Silva Avenue from Spring Street to Union Street Union Street from Harris Street to Higgins Street W Street from Hodgson Street to Hemlock Street Wabash Street from Railroad Avenue to H Street Washington Street from Waterfront Drive to Broadway Waterfront Drive from Washington Street to C Street and H Street to T Street
Minor Collectors	17 th Street from P Street to West Avenue 18 th Street from McFarlan Street to Harrison Avenue B Street from Harris Street to 6 th Street California Street from Harris Street to 6 th Street Central Avenue from South Avenue to Henderson Street Hodgson Street from F Street to S Street O Street from Harris Street to Del Norte Street P Street from Del Norte Street to 14 th Street Summer Street from Hawthorne Street to 5 th Street Third Street from O Street to X Street Union Street from Harris Street to Cedar Street Utah Street from Allard Avenue to South Avenue

TABLE 3-3

MIDBLOCK ROADWAY SEGMENT PLANNING CAPACITIES

FACILITY TYPE	PEAK HOUR CAPACITIES (vehicles per hour)	
	LOS C	LOS E
2-lane residential or rural roadway with rolling terrain	800	1,000
2-lane collector or rural roadway	1,000	1,250
2-lane arterial, light side friction	1,400	1,750
3-lane arterial, one-way flow, light side friction	1,700	2,100
4-lane undivided arterial	2,000	2,500
4-lane divided arterial	2,400	3,000
6-lane divided arterial	3,000	4,500

TABLE 3-4

DEFINITIONS OF LEVEL OF SERVICE

LOS	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS	
	Stopped Delay per Vehicle (Seconds)	Reserve Capacity (pcph)*	Expected Delay to Minor Street Traffic
A	≤5.0	≤400	Little or no delay
B	5.1 to 15.0	300 to 399	Short traffic delays
C	15.1 to 25.0	200 to 299	Average traffic delays
D	25.1 to 40.0	100 to 199	Long traffic delays
E	40.1 to 60.0	0 to 99	Very long traffic delays
F	>60.0**	---	Severe congestion/Intersection blocked

*pcph = passenger cars per hour

**60 seconds of stopped delay is considered to be unacceptable to the majority of drivers.

Source: Transportation Research Board, *Highway Capacity Manual*, Special Report 209, 1985.

TABLE 3-5

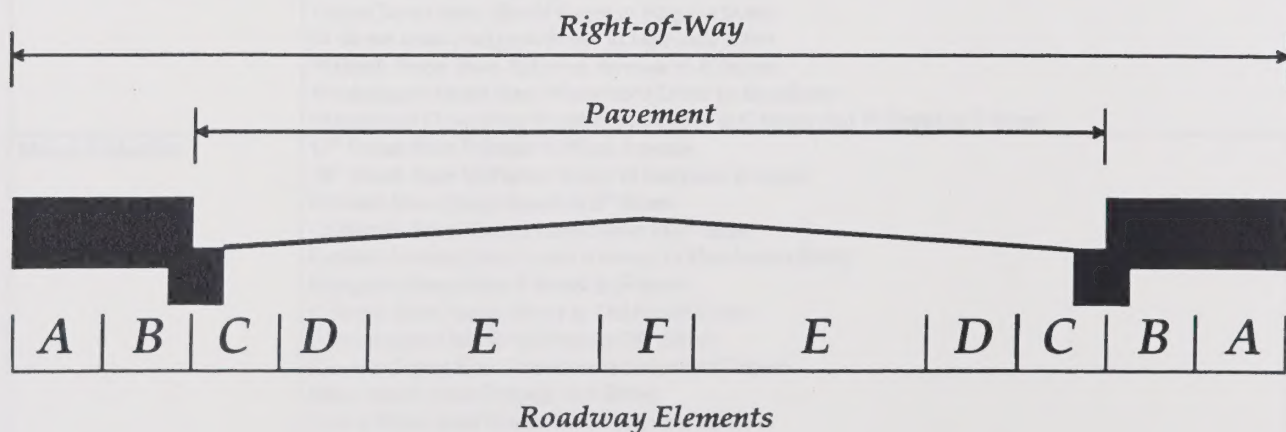
MINIMUM CROSS-SECTION STANDARDS
(See Figure 3-2)

FACILITY	STANDARDS (IN FEET)							
	A Sidewalk (Each Side)	B Parkway ¹ (Each Side)	C Parking (Each Way)	D Bicycle Lane ² (Each Way)	E Travel Lanes (Each Way)	F Median	Pavement Width	Right-of- Way
Six-Lane Arterial	6	4	8	5 ³	33	15	107	127
Four-Lane Major Arterial	6	4	8	5 ³	22	15	85	105
Four-Lane Minor Arterial	6	4	8	5 ³	22	11	81	101
One-Way	6	4	16 ⁴	5 ³	34	0	55	75
Major Collector	6	4	8	5	12	0	50	70
Minor Collector	6	4	0	5	12 ⁵	0	38	58
Local with Parking	6	4	8	0	11	0	38	58
Local without Parking	6	4	0	0	14	0	28	48
Rural Local	0	0	0	0	11	0	22	58 ⁶

¹Parking strip is encouraged but not required.²Where included on Bikeway Plan.³Note: Bicycle lanes are not recommended to be placed on arterial streets unless alternative routes do not exist.⁴16 feet for parking on both sides.⁵If no bike lane, travel lane must be 14 feet.⁶Includes unpaved shoulder.

FIGURE 3-2

ROADWAY CROSS-SECTION ELEMENTS
(as referenced in Table 3-5)



PUBLIC TRANSIT

Goal 3.B: To provide coordinated transit services within Eureka and surrounding areas as an alternative to automobiles.

Policies

- 3.B.1. The City will continue to fund and operate the Eureka Transit Service in a manner that responds to the needs of its primary markets--senior citizens, the economically disadvantaged, school-aged children, college students, and others determined to be transit-dependent--within the limitations of funding available to the City.
- 3.B.2. The City shall work with the staff of Humboldt Transit Authority to maximize the coordination of the Eureka Transit Service and the Redwood Transit System operated by Humboldt County. Coordination shall be reviewed in terms of scheduling, fares, and in providing for a common transfer location in Eureka's Core Area.
- 3.B.3. The City shall work with the Humboldt Transit Authority to develop an intermodal transportation center between A and Commercial Streets, south of Waterfront Drive and the railroad tracks. The center would provide a central focal point for all transportation modes serving Humboldt County, including buses, cabs and limousines, railroad passenger service, bay excursion services, horse-drawn carriages, and possibly cruise ships and trolleys.
- 3.B.4. The City supports continuation of Amtrak feeder service to Eureka and coordination of this feeder service with the Eureka Transit Service and the Redwood Transit System.
- 3.B.5. Where appropriate, the City shall require new development to dedicate easements for and provide sheltered public stops for transit patron access.
- 3.B.6. The City shall pursue all available sources of funding for capital and operating costs of the Eureka Transit Service.
- 3.B.7. The City shall work to broaden ridership of public transit to increase farebox revenue and decrease reliance on subsidies.
- 3.B.8. The City shall work with Core Area employers to encourage their employees to use public transit, thereby reducing traffic congestion and parking demand in the Core Area.

BICYCLE TRANSPORTATION

Goal 3.C: To encourage the use of the bicycle as an alternate, energy efficient mode of transportation within the city and to develop a system of bikeways and bicycle parking facilities which will safely and effectively serve those wishing to utilize bicycles for commute or recreational trips.

Policies

- 3.C.1. The City shall consider the needs of bicyclists in the design of all new or reconstructed streets, with particular attention to those streets designated as bikeways in this plan.
- 3.C.2. The City shall coordinate development of the bikeway system, as listed in Table 3-6 and shown in Figure 3-3, particularly Class II facilities which require striping, with the resurfacing program for city streets.

TABLE 3-6

CLASS II AND III BIKEWAYS

CLASS II BIKEWAYS (BIKE LANES)

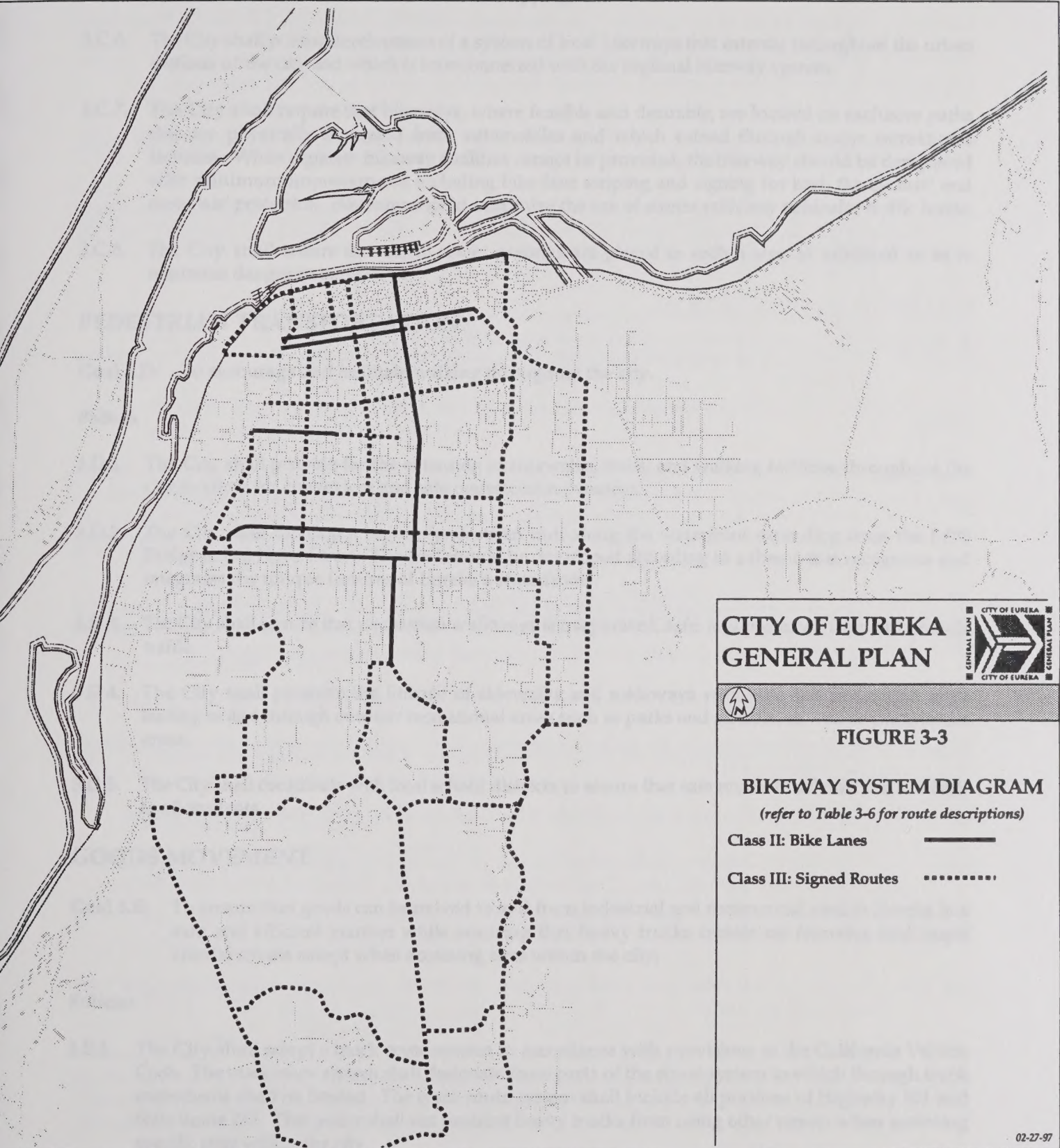
1. 6th Street from Myrtle Avenue to Broadway.
2. 7th Street from Broadway to "J" Street.
3. "H" Street from Oak Street to Harris Street.
4. Harris Street from Fairfield Street to "I" Street.
5. Henderson Street from I Street to Fairfield Street.
6. "J" Street from Harris Street to 6th Street.
7. Wabash from Broadway to "C" Street.
8. Waterfront Drive from "G" Street to T Street

CLASS III BIKEWAYS (SIGNED ROUTES)

1. 7th Street from "J" Street to Myrtle Avenue.
2. 14th Street from Broadway to "S" Street.
3. Buhne Street, from Fairfield Street to "S" Street.
4. California Street, from Harris Street to 6th Street.
5. Campton Road.
6. Central Avenue/Utah Street.
7. Commercial, from Waterfront to 6th Street, or "C" Street from Waterfront to 7th Street, or Washington Street from Broadway to Waterfront Drive (to be determined as further development of Waterfront Drive occurs).
8. "E" Street, from Harris Street to Waterfront Drive.
9. Fairfield Street.
10. Fairway Drive.
11. Harris Street, from "I" Street to "S" Street and Harris Street, from "S" Street to Harrison Avenue. (Note: Because of the reversing curve and vertical dip, the area between "S" Street and Harrison Avenue should be studied further before the route is designated as a bikeway.)
12. Harrison Avenue from Harris Street to Myrtle Avenue.
13. Hemlock Street, from "W" Street to Walnut Drive.
14. Henderson Street, from "S" Street to "G" Street and from Central Avenue to Fairfield Street.
15. Hodgson Street from "S" Street to "W" Street.
16. Myrtle Avenue, 4th Street southwest to the City limits.
17. "S" Street/West Avenue, from Hodgson Street to Waterfront Drive.
18. "W" Street, from Hodgson Street to Hemlock Street.
19. Wabash Street, from "C" Street to "H" Street.
20. Waterfront Drive from Washington Street to Commercial Street.
21. North-South route running along Sea Avenue, Madison Avenue, Meyers Avenue, Eureka Street, and Vance Street.
22. Elk River Road from Highway 101 to Eggert Drive.
23. Eggert Road from Ridgewood Drive to Elk River Road.
24. New North-South Roadway connecting Fairway Drive to Ridgewood Drive and connections to Campton Road and Home Drive.
25. New route running parallel with North Ridge Road to east.
26. New route connecting Harrison Avenue with Cypress Avenue.

Note: The specific development of the routes described in this table will be guided by the City's Bikeways Master Plan.

- 3.C.3. The City shall maintain designated bikeways and other local streets and bicycle parking facilities in a condition favorable to use by bicyclists.
- 3.C.4. The City shall promote the installation of secure bicycle racks in areas generating substantial bicycle traffic and at major public facilities. The City shall also require the installation of bicycle racks whenever a major traffic generator is developed.



- 3.C.5. The City shall ensure that development of bicycle facilities in the city is coordinated with the efforts by Humboldt County and Caltrans, where appropriate.
- 3.C.6. The City shall pursue development of a system of local bikeways that extends throughout the urban sections of the city and which is interconnected with the regional bikeway system.
- 3.C.7. The City shall require that bikeways, where feasible and desirable, are located on exclusive paths that are physically separated from automobiles and which extend through major recreational facilities. When separate bikeway facilities cannot be provided, the bikeway should be designated with minimum improvements including bike lane striping and signing for both the cyclists' and motorists' protection. Bikeways should maximize the use of streets with low vehicular traffic levels.
- 3.C.8. The City shall ensure that storm sewer gratings are placed in such a way or modified so as to minimize danger to cyclists.

PEDESTRIAN TRANSPORTATION

Goal 3.D: To encourage and facilitate walking throughout the city.

Policies

- 3.D.1. The City shall provide for the extension of sidewalks, trails, and walking facilities throughout the city to allow for convenient and safe pedestrian movement.
- 3.D.2. The City shall develop a bicycle/pedestrian trail along the waterfront extending from the I-255 Bridge to Del Norte Street. The trail should be developed according to a theme that recognizes and integrates the unique features of Eureka's waterfront.
- 3.D.3. The City shall ensure that pedestrian walkways are separated, safe, and protected from automobile traffic.
- 3.D.4. The City shall promote the linkage of sidewalks and walkways with bike and pedestrian trails leading to and through outdoor recreational areas such as parks and schools, as well as commercial areas.
- 3.D.5. The City shall coordinate with local school districts to assure that safe routes to schools are available to all students.

GOODS MOVEMENT

Goal 3.E: To ensure that goods can be moved to and from industrial and commercial sites in Eureka in a safe and efficient manner while ensuring that heavy trucks remain on freeways and major arterial streets except when accessing sites within the city.

Policies

- 3.E.1. The City shall adopt a truck route system in accordance with provisions of the California Vehicle Code. The truck route system shall designate those parts of the street system to which through truck movements shall be limited. The truck route system shall include all portions of Highway 101 and State Route 255. This policy shall not prohibit heavy trucks from using other streets when accessing specific sites within the city.

RAIL TRANSPORTATION

Goal 3.F: To support efforts of the North Coast Railroad to maintain and expand freight and passenger rail service between Eureka and service points to the south and east.

Policies

- 3.F.1. The City shall support efforts of the North Coast Railroad to re-establish passenger rail service within Humboldt County and between Eureka and the San Francisco Bay Area.
- 3.F.2. The City shall work with the North Coast Railroad to determine if feasible locations for switching operations can be located outside the city, allowing the current balloon track area to be used for industrial or commercial development purposes.

WATER TRANSPORTATION

Goal 3.G: To support the water transportation needs of commercial fishing and recreational boating operations.

Policies

- 3.G.1. The City shall protect and, where feasible, upgrade facilities serving the commercial fishing and recreational boating industries. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry.
- 3.G.2. The City shall limit new or expanded berthing facilities to sites at the Woodley Island Marina, the Eureka Small Boat Basin, or the Eureka Channel Inner Reach. Facilities supporting party- or charter-fishing boat operations shall be provided at these sites to meet demand for them.
- 3.G.3. The City shall participate in the reconstruction of the Landing dock near the foot of C Street.
- 3.G.4. The City shall participate in the design and construction of a public berthing facility in Inner Reach near the Adorni Center.
- 3.G.5. The City shall participate in the development of Fisherman's Parcel for fishing fleet activities.
- 3.G.6. The City shall participate in the rehabilitation of the existing small boat basin, dredging and expansion of the Humboldt Yacht Club, and development of a fishing industry support facility.

CORE AREA CIRCULATION AND PARKING

Goal 3.H: To create a circulation and parking system that serves the diverse needs of the Core Area occupants and visitors.

- 3.H.1. The City shall create distinctive "gateways" at E, F, and G Streets along the 4th/5th Street corridor that signal entry into the Core Area and that include signs directing travelers into the central business district and tourism areas and dedicated turn lanes (developed within existing parking lanes). The City supports the continuation of three through traffic lanes on both 4th and 5th Streets.

- 3.H.2. The City shall balance north-south travel needs through the Core Area (i.e., along E, F, and G Streets) with east-west travel needs by modifying traffic control devices (i.e., traffic signals and stop signs), working with Caltrans as necessary.
- 3.H.3. The City shall work with Core Area business and property owners to develop a parking management program to balance the long and short-term parking needs of residents, employees, business patrons, and tourists.
- 3.H.4. The City shall restripe public parking lots in the Core Area to improve circulation and parking efficiency.
- 3.H.5. The City shall improve parking lot safety, where necessary, through improved lighting in lots and accessways and increasing visibility of parking areas through removing/pruning high shrubs, relocating dumpsters, and removing other obstacles to visibility and surveillance of lots.
- 3.H.6. The City shall discourage the placement of parking lots along major commercial and high pedestrian-use street frontages in the interest of maintaining continuous building frontages along the primary commercial streets in the Core Area (i.e., F, 2nd, 4th, and 5th Streets).
- 3.H.7. Except for proposed future parking structures, the City shall discourage parking lots located at street intersections throughout the Core Area.
- 3.H.8. The City shall provide clear directional signs to major public parking areas (including sites designated for parking structures).

IMPLEMENTATION PROGRAMS

- 3.1. The City shall complete a study of the feasibility of acquiring the right-of-way for and completing construction of Waterfront Drive from Eureka Slough to Del Norte Street.

 Responsibility: City Council
 Engineering Department
 Time Frame: FY 96-97; 97-98
- 3.2. The City shall undertake a design and right-of-way study for construction of Waterfront Drive from Del Norte Street to the Elk River interchange.

 Responsibility: City Council
 Engineering Department
 Time Frame: FY 97-98; 98-99
- 3.3. The City shall undertake a design and right-of-way study for construction of Henderson Street between Waterfront Drive and Broadway.

 Responsibility: City Council
 Engineering Department
 Time Frame: FY 97-98; 98-99
- 3.4. The City shall request Caltrans to investigate possibilities for upgrading the Myrtle Avenue/Fourth Street/Fifth Street intersections to provide for a safer, more efficient flow of traffic. This should include signalization of R Street/Fifth Street.

Responsibility: Engineering Department
Time Frame: FY 98-99

- 3.5. The City shall develop and implement a systematic program for implementing traffic controls at uncontrolled intersections that have created circulation conflicts and led to traffic accidents.

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98

- 3.6. The City shall undertake a review of its street standards and revise them as necessary to ensure that new residential streets are no wider than is required by safety and emergency access considerations and on-street parking needs.

Responsibility: Engineering Department
Time Frame: FY 98-99

- 3.7. The City shall cooperate with the Humboldt County Transit Authority in developing an intermodal transportation center between A and Commercial Streets, south of Waterfront Drive and the railroad tracks.

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98

- 3.8. The City shall prepare and adopt a truck route ordinance in accordance with Sections 35701-4 of the California Vehicle Code. Following adoption of the ordinance, the City shall erect signs indicating either the streets affected by the ordinance or the streets not affected, as specified by California Vehicle Code Section 35701(b).

Responsibility: City Council
Engineering Department
Time Frame: FY 97-98

- 3.9. The City shall develop a bicycle/pedestrian trail along the waterfront extending from K Street to Del Norte Street.

Responsibility: City Council
Planning Commission
Engineering Department
Community Development Department
Redevelopment Agency
City Manager
Time Frame: As funding becomes available

- 3.10. The City shall participate in the rehabilitation of the existing small boat basin, dredging and expansion of the Humboldt Yacht Club, and development of a fishing industry support facility.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager

Time Frame: As funding becomes available

- 3.11. The City shall implement plans for enhancement of gateways in the Core Area along 4th and 5th Streets at E, F, and G Streets.

Responsibility: City Council
Planning Commission
Engineering Department
Redevelopment Agency
Community Development Department

Time Frame: FY 96-97

- 3.12. The City shall work with Core Area business and property owners to develop a parking management program to balance the long and short-term parking needs of residents, employees, business patrons, and tourists.

Responsibility: City Council
Planning Commission
Engineering Department
Community Development
Redevelopment Agency

Time Frame: FY 96-97; 97-98

- 3.13. The City shall work with Caltrans to modify traffic control devices (i.e., traffic lights and stop signs) to facilitate north-south travel along E, F, and G Streets through the Core Area.

Responsibility: Community Development Department
Redevelopment Agency
Engineering Department

Time Frame: FY 97-98

SECTION 4

PUBLIC FACILITIES AND SERVICES

This section contains goals, policies, and implementation programs that establish the framework for provision of public facilities and services to meet the demand created by existing and future development in Eureka. The goals and policies of this section are organized topically according to the following categories, each of which relates to a particular type of facility or service.

- General Public Facilities and Services
- Water Supply and Delivery
- Wastewater Collection, Treatment, and Disposal
- Stormwater Drainage
- Solid Waste Collection and Disposal
- Law Enforcement
- Fire Protection
- Schools

GENERAL PUBLIC FACILITIES AND SERVICES

Goal 4.A: To ensure the effective and efficient provision of public facilities and services for existing and new development.

Policies

- 4.A.1. The City shall provide high quality public facilities, utilities, and services throughout the urbanized area of Eureka and shall ensure that such facilities, utilities, and services are compatible with surrounding development.
- 4.A.2. The City shall direct growth to those areas already served by public infrastructure and utilities.
- 4.A.3. The City shall require that all land designated for urban development be served by adequate water and other utilities necessary for health, safety, and welfare of citizens and property. Conversely, the City shall not provide urban utilities to areas that are not designated for urban development, particularly agricultural areas, wetland areas, forest lands, and areas with unsuitable topography.
- 4.A.4. The City declares that existing public works facilities, including water, wastewater, stormwater, highway, and railroad facilities serving the Planning Area are essential to the economic and social well-being of the people and shall be maintained, enhanced, and restored to assure the orderly and balanced utilization and conservation of natural and human-created resources.
- 4.A.5. The City shall permit the formation or expansion of special districts where assessment for, and provision of, the services will not induce development inconsistent with this General Plan.
- 4.A.6. The City shall ensure that new or expanded public works facilities within the Coastal Zone will be designed and limited to accommodate needs generated by permitted uses and development consistent with the provisions of this General Plan.

- 4.A.7. Within the Coastal Zone, the City shall prohibit the extension of urban services (sewer and water) beyond the urban limit line as designated in the Local Coastal Program or into areas with Open Space designations (i.e., Agricultural, Timberland, Natural Resources, Water Development, and Water Conservation), except that the water system intertie line in the southwestern part of the city shall be permitted to extend outside of the urban limit line into these areas, provided no connections for private users shall be allowed outside the urban limit line. No assessments, ready to serve fees, or other costs or encumbrances, including bond indebtedness, for urban services shall be assessed against lands beyond the urban limit line, except for those lands already provided with urban services, services to existing residential uses on the Lieber parcel, or those lands for which assessments or other costs or encumbrances have been levied prior to July 1, 1984.
- 4.A.8. The City shall promote undergrounding of overhead utility lines whenever feasible particularly in recreational facilities, the Core Area, and new residential development.
- 4.A.9. The City shall require the undergrounding of all new utility services.
- 4.A.10. The City shall require that new development contribute its fair share to providing all public services and infrastructure, including schools, necessary to serve that development.

WATER SUPPLY AND DELIVERY

- Goal 4.B:** To ensure the availability of an adequate and safe water supply and the maintenance of high quality water for residents of and visitors to Eureka.

Policies

- 4.B.1. To the extent feasible, within the Coastal Zone, the City shall preserve water system capacity needed for priority uses. These uses and their order of priority are as follows:
- a. Coastal-dependent uses;
 - b. Essential public services;
 - c. Basic industries vital to the economic health of the region, state or nation;
 - d. Public recreation;
 - e. Commercial recreation; and
 - f. Visitor-serving uses.
- 4.B.2. The City shall require proponents of new development to demonstrate the availability of a long-term, reliable water supply and adequate water supply infrastructure. The City shall require all new development within the city to connect to the City's water system. New development shall be responsible for constructing or financing any water system upgrades necessary to serve the development.
- 4.B.3. Through its Capital Improvements Program, the City shall continue to conduct leak detection surveys and replace or repair existing water lines that are inadequate to serve existing development.
- 4.B.4. The City shall promote efficient water use and reduced water demand by requiring water-conserving design and equipment in new construction and encouraging retrofitting existing development with water-conserving devices.
- 4.B.5. The City shall identify all development within the city limits not currently served by the City's water system with the intent of requiring connection to the system.

WASTEWATER COLLECTION, TREATMENT, AND DISPOSAL

Goal 4.C: To ensure adequate wastewater collection, treatment, and disposal.

Policies

- 4.C.1. The City shall promote efficient water use and reduced wastewater system demand by requiring water-conserving design and equipment in new construction and encouraging retrofitting with water-conserving devices.
- 4.C.2. The City shall continue its efforts to detect and correct infiltration/inflow (I/I) in its wastewater collection system.
- 4.C.3. The City shall require pretreatment of commercial and industrial wastes prior to their entering the city collection and treatment system.
- 4.C.4. The City shall prohibit the development of new on-site sewage treatment and disposal systems within the city limits.
- 4.C.5. The City shall require all new development within the city limits to connect to the City wastewater treatment system.
- 4.C.6. The City shall not allow extension of sewer service outside of the city limits, except in limited circumstances to resolve a public health hazard resulting from existing development, or where there is a substantial overriding public benefit.
- 4.C.7. The City shall identify all existing development not currently served by the City wastewater treatment system with the intent of requiring connection to the system.

STORMWATER DRAINAGE

Goal 4.D: To collect and convey stormwater in a manner that least inconveniences the public, reduces or prevents potential water-related damage, and protects the environment.

Policies

- 4.D.1. The City shall consider establishing an assessment district to fund citywide storm drainage improvements, including replacement, repair, or relocation of storm drain facilities.
- 4.D.2. The City shall encourage the use of natural stormwater drainage systems in a manner that preserves and enhances natural features.
- 4.D.3. The City shall support efforts to acquire land or obtain easements for drainage and other public uses of floodplains where it is desirable to maintain stream courses in a natural state.
- 4.D.4. The City shall consider recreational opportunities and aesthetics in the design of stormwater detention/retention and conveyance facilities.
- 4.D.5. The City shall promote sound soil conservation practices and carefully examine the impact of proposed urban developments with regard to water quality and effects on drainage courses.

- 4.D.6. The City shall improve the quality of runoff from urban and suburban development through use of appropriate and feasible mitigation measures including, but not limited to, artificial wetlands, grassy swales, infiltration/sedimentation basins, riparian setbacks, oil/grit separators, and other best management practices (BMPs).
- 4.D.7. The City shall require new development that would increase storm drainage runoff in a 10-year storm event more than one cubic foot per section to provide retention/siltation basins to limit new runoff to prior-to-development flows.
- 4.D.8. The City shall encourage new project designs that minimize drainage concentrations and impervious coverage and maintain, to the extent feasible, natural site drainage conditions.
- 4.D.9. The City shall require new projects that affect the quantity or quality of surface water runoff to allocate land as necessary for the purpose of detaining post-project flows and/or for the incorporation of mitigation measures for water quality impacts related to urban runoff. To the maximum extent feasible, new development shall not produce a net increase in peak stormwater runoff.
- 4.D.10. In the Martin Slough drainage, the City shall cooperate with Humboldt County and affected landowners to minimize potential damage and economic loss arising from stormwater runoff, consistent with other policies of this General Plan.

SOLID WASTE COLLECTION AND DISPOSAL

Goal 4.E: To ensure the safe and efficient disposal or recycling of solid waste generated in Eureka.

Policies

- 4.E.1. The City shall require solid waste collection in all urban and suburban development.
- 4.E.2. The City shall promote maximum use of solid waste source reduction, recycling, composting, and environmentally-safe transformation of wastes.
- 4.E.3. The City shall require that all new development complies with applicable provisions of the Humboldt County Integrated Waste Management Plan and the City's Source Reduction and Recycling Plan.
- 4.E.4. The City shall encourage the development of regional and community-based recycling facilities in heavy commercial and industrial areas.
- 4.E.5. The City shall encourage businesses to use recycled products in their manufacturing processes and consumers to buy recycled products.

LAW ENFORCEMENT

Goal 4.F: To provide adequate police services to deter crime and to meet the growing demand for services associated with increasing population and commercial/industrial development in the city.

Policies

- 4.F.1. Within the City's overall budgetary constraints, the City shall strive to maintain a staffing ratio of 2.8 personnel per 1,000 residents (1.0 non-sworn and 1.8 sworn).

- 4.F.2. The City Police Department shall strive to maintain an average response time of three (3) minutes for calls for critical life-threatening emergencies.
- 4.F.3. Within the City's overall budgetary constraints, the City shall provide police facilities (including substation space, patrol, and other vehicles, necessary equipment, and support personnel) sufficient to maintain the above service standards.
- 4.F.4. The City shall annually assess police facilities and equipment needs and develop strategies that, at a minimum, maintain the above service standards.
- 4.F.5. The City shall consider public safety issues in all aspects of commercial and residential project design, including crime prevention through environmental design.
- 4.F.6. The City shall continue to support creative approaches to crime prevention and problem solving through the Eureka Police Department's Community Oriented Policing and Problem Solving strategies.

FIRE PROTECTION

Goal 4.G: To protect residents of and visitors to Eureka from injury and loss of life and to protect property from fires.

Policies

- 4.G.1. The City shall ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.
- 4.G.2. The City Fire Department shall attempt to maintain an ISO (Insurance Service Organization) rating of 3.
- 4.G.3. The City Fire Department shall attempt to maintain an average response time of three (3) minutes for all service calls, including emergency medical service (EMS) calls.
- 4.G.4. The City shall require new development to develop or fund fire protection facilities, personnel, and operations and maintenance that, at a minimum, maintains the above service level standards.
- 4.G.5. The City shall identify key fire loss problems and design appropriate fire safety education programs to reduce fire incidents and losses.
- 4.G.6. The City shall implement ordinances to control fire losses and fire protection costs through continued use of automatic fire detection, control, and suppression systems.
- 4.G.7. The City shall cooperate with Humboldt Fire District No.1 and the California Department of Forestry and Fire Protection (CDF) in providing adequate levels of fire protection services in the Planning Area.
- 4.G.8. The City shall provide a dedicated training facility for the fire department that is designed appropriately to provide fire and life safety tactics education for firefighters in order to increase personnel safety, efficiency, and effectiveness.
- 4.G.9. The City Fire Department shall annually inspect all residential rental units for compliance with fire safety requirements.

SCHOOLS

Goal 4.H: To provide for the educational needs of Eureka residents.

Policies

- 4.H.1. The City should continue to support local school districts in providing quality education facilities that will accommodate projected changes in student enrollment.
- 4.H.2. The City shall encourage the provision of social, recreational, and educational services that complement and enrich those provided by public and private educational facilities.
- 4.H.3. The City shall work cooperatively with local school districts in monitoring housing, population, and school enrollment trends and in planning for future school facility needs, and shall assist the districts in identifying appropriate sites for new schools.
- 4.H.4. The City's land use planning should be coordinated with the planning of school facilities and should involve local school districts in the early stages of the land use planning process.
- 4.H.5. The City should plan and approve residential uses in those areas that are most accessible to school sites in order to enhance neighborhoods, minimize transportation requirements and costs, and minimize safety problems.
- 4.H.6. The City shall include schools among those public facilities and services that are considered an essential part of the infrastructure that should be in place as development occurs.
- 4.H.7. The City shall encourage school facility siting that establishes schools as focal points within the neighborhood and community.
- 4.H.8. The City shall encourage the location of schools in areas with safe pedestrian and bicycle access.
- 4.H.9. Whenever feasible, the City shall support and participate with local school districts in joint development of recreation areas, turf areas, and multi-purpose buildings.
- 4.H.10. The City shall support local school districts in using existing school facilities for non-school-related and child care activities.
- 4.H.11. The City should encourage use of schools as community centers to provide a range of services.
- 4.H.12. The City should require developers of new residential projects in the city to participate in providing sidewalks adjacent to arterials to ensure safe pedestrian/student travel to and from schools. The City should encourage Humboldt County to do likewise in unincorporated parts of the Planning Area.
- 4.H.13. The City should work with Humboldt County to provide streets and roads in the Planning Area that school buses can negotiate safely, including turn-around areas and safe passageways along embankments and grades.

IMPLEMENTATION PROGRAMS

- 4.1. The City shall prepare an analysis of all development within the city limits to determine where development is not currently served by the City's water and wastewater systems with the intent of establishing a program for connecting to the City's systems.

Responsibility: City Council

Engineering Department

Time Frame: As funding becomes available

- 4.2. The City shall prepare a study assessing the feasibility of establishing an assessment district to fund citywide storm drainage improvements, including replacement, repair, or relocation of storm drain facilities.

Responsibility: City Council

Engineering Department

Time Frame: As funding becomes available

SECTION 5

RECREATIONAL AND CULTURAL RESOURCES

This section contains goals, policies, and programs that establish the framework for the provision of recreational opportunities to Eureka residents and visitors and the preservation, protection, and enhancement of cultural resources in the Eureka area. The goals and policies of this section are organized topically according to the following categories, each of which relates to a key objective for ensuring opportunities for recreation and cultural enrichment to Eureka's residents and visitors.

- General Parks and Recreation
- Coastal Recreation and Access
- Recreation Services
- Arts and Culture
- Historic Preservation
- Archaeological Resources

GENERAL PARKS AND RECREATION

Goal 5.A: To provide for park and recreational systems which include sufficient diversity of areas and facilities to effectively serve a population with varied characteristics, densities, needs and interests, consistent with protecting environmentally sensitive habitats.

Policies

- 5.A.1. The City of Eureka will work with other park and recreation service providers to ensure the availability of a park and recreational system that include sufficient diversity of areas and facilities to effectively serve the varied characteristics, densities, needs, and interests of Eureka residents and visitors. The City shall promote the development of parks according to the following principles:
- a. Neighborhood parks should be located within the residential areas of the city with direct access from a collector street and should include both active and passive recreational uses in order to serve as a multi-activity neighborhood recreational center.
 - b. Community parks should provide for popular forms of recreation which require more space than would be available in the residential neighborhood park. Community parks should be designed to provide active and passive recreational facilities for all age groups while being compatible with surrounding development. Community parks should have convenient access from arterial streets in order to serve the entire community.
 - c. Trails should meander through residential neighborhoods and/or scenic areas. Trails should connect to community parks and schools, which should provide access points to the trails. Trails should not cross arterial streets frequently and should provide as many interesting vistas and view points as feasible.
 - d. New parks and recreational facilities shall be developed to minimize impacts on environmentally sensitive areas such as wetlands and riparian habitat.
- 5.A.2. The City shall upgrade Eureka's established park system as necessary to better serve the needs of the general public.
- 5.A.3. The City shall strive to achieve the open space and recreation standards shown in Table 5-1.

TABLE 5-1

OPEN SPACE AND RECREATION STANDARDS

Type of Facility	Radius of Service (miles)	Service Population	Site Size (Acres)	Acres per Thousand Persons	Location
Neighborhood Park	½ to ¾	3,000 to 8,000	1 to 5	1.0	Near Center of Neighborhood, Access from Collector Street
Community Park	¾ to 2	8,000 to 20,000	30 to 50	3.0	Near Boundary of Residential Area, Access from Arterial Street
Greenways and Trails	¾ to 2 to access point	25,000 to 35,000	One Trail System	10.0	Within Residential Areas and/or Scenic Areas, Access from Community Parks and Schools

COASTAL RECREATION AND ACCESS

Goal 5.B: To provide public open space and shoreline accessways throughout the Coastal Zone, consistent with protecting environmentally sensitive habitats and other coastal priority land uses.

Policies

5.B.1. The City shall provide public open space and shoreline access throughout the Coastal Zone, particularly along the waterfront and First Street, through all of the following:

- a. Develop Waterfront Drive from the Elk River Interchange to a terminus near Eureka Slough, with provisions for bicycle lanes, pedestrian walkways, and supporting facilities.
- b. Establish a walkway system located on or near the shoreline throughout the city's waterfront Core Area.
- c. Establish scenic vista points at numerous locations along the waterfront, including construction of a public access vista point at the foot of Truesdale Street.
- d. Consider and protect the scenic and visual qualities of coastal areas that are visible from scenic public vista points and waterfront walkways.
- e. The City, in cooperation with the Coastal Commission and Coastal Conservancy, shall provide for attractive directional signs that are meaningful on the North Coast so as to assist area residents and visitors alike in identifying visitor-serving, recreational, and historical facilities in the city.

5.B.2. On shoreline parcels where recreation or visitor-serving uses are integrated with coastal-dependent uses, the City shall ensure that the recreation or visitor-serving uses are secondary to and compatible with the coastal-dependent uses.

5.B.3. The City shall promote the maintenance of and, where feasible, shall provide, restore, or enhance facilities serving commercial and recreational boating, including party or charter fishing boats.

5.B.4. The City of Eureka shall protect and enhance the public's rights of access to and along the shoreline, consistent with protecting environmentally sensitive habitats, by:

- a. Accepting offers of dedication that will increase opportunities for public access and recreation and the availability of necessary staff and funding to improve and maintain access ways and assume liability for them;
- b. Actively seeking other public, community non-profit, or public agencies to accept offers of dedications and having them assume liability and maintenance responsibilities; and,

- c. Allowing only such development as will not interfere with the public's right of access to the sea, where such right was acquired through use or legislative authorization.

5.B.5. For new development between the first public road and the sea, the City shall require the dedication of a vertical access easement to the mean high tide line unless:

- a. Another more suitable public access corridor is available within 500 feet of the site; or
- b. Access at the site would be inconsistent with other General Plan coastal policies, including existing, expanded, or new coastal-dependent industry, agricultural operations, or the protection of environmentally sensitive habitat areas; or,
- c. Access at the site is inconsistent with public safety, environmental protection, or military security needs.

5.B.6. For new development between the first public road and the sea, the City shall require a lateral access easement along the shoreline unless:

- a. Lateral access at the site would be inconsistent with other General Plan coastal policies, including existing, expanded, or new coastal dependent industry, agricultural operations, or the protection of environmentally sensitive habitat areas; or,
- b. Access is inconsistent with public safety or military security needs.

5.B.7. The City shall establish a coordinated continuous public access system throughout its Coastal Zone, consisting of pedestrian walkways, nature walks, and bikeways with necessary support facilities, as described in Table 5-2 and shown in Figure 5-1.

5.B.8. The City shall enforce the access standards and recommendations contained in the State Coastal Conservancy/Coastal Commission *Report on Coastal Access* (revised August 1980) as the criteria for improvement, maintenance, and management of accessways and supporting facilities proposed in this General Plan. Special attention in design and construction of accessways shall be given to minimizing maintenance requirements given the North Coast climate and to minimizing the possibilities of vandalism. Where public accessways or vista points are located near environmentally sensitive habitat areas, attractive barriers shall be provided to preclude disturbance of natural areas by off-road or all-terrain vehicles.

5.B.9. The City shall ensure that public access support facilities are distributed throughout the Eureka Coastal Zone. Off-street parking shall be provided in the waterfront area; however, it shall not be located immediately adjacent to the shoreline, unless there is no feasible alternative.

5.B.10. To the maximum extent feasible, the City shall ensure universal public access to the waterfront, including support facilities.

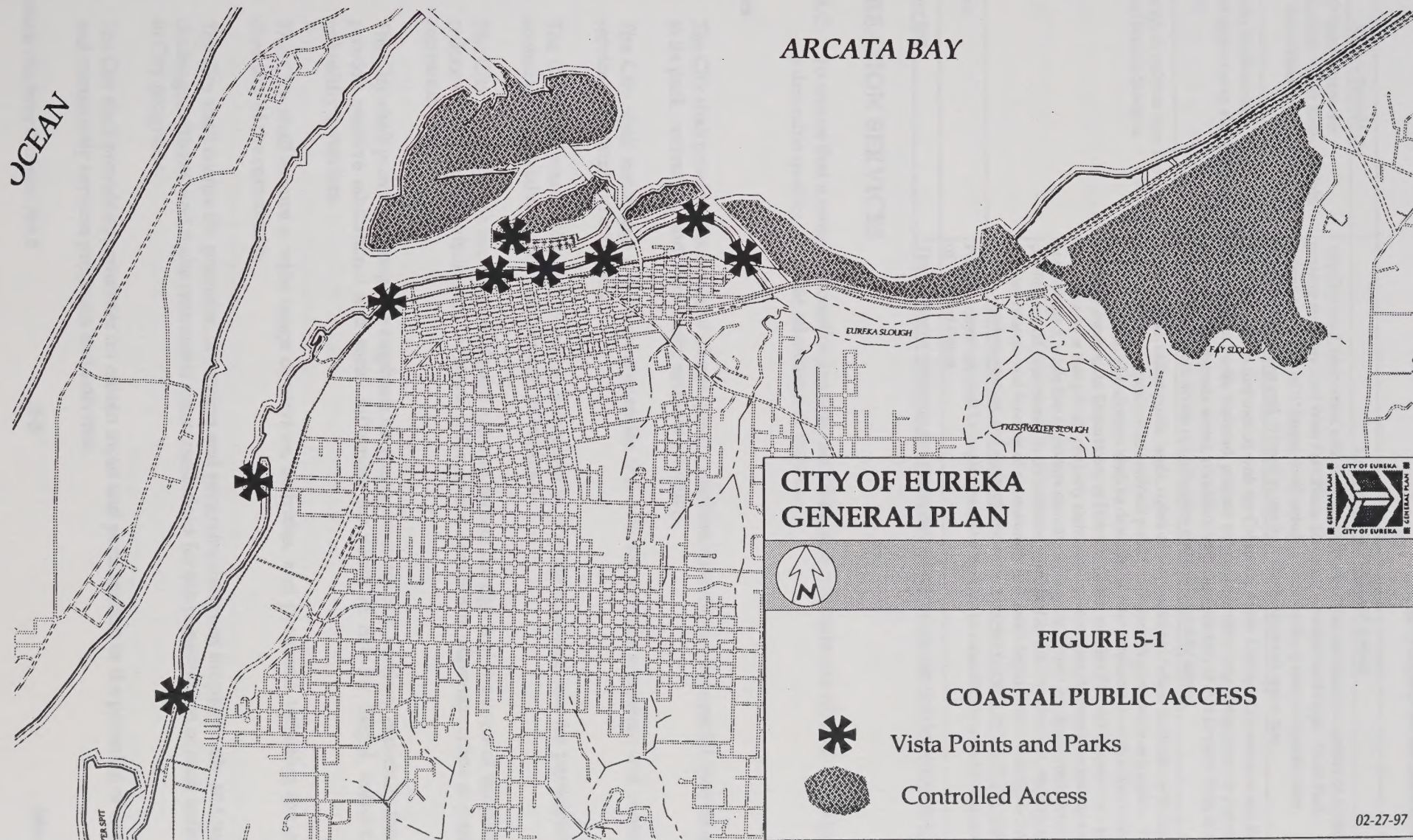
5.B.11. The City shall participate in the development of a facility for the Humboldt Bay Rowers Association on the waterfront.

TABLE 5-2

COASTAL ZONE PUBLIC ACCESS



Access Point/Area	Description of Proposed Access
Along shoreline between "J" and "M" Streets	To be located along the shoreline, East Plaza and West Plaza shall be developed in coordination with the overall Restoration Plan.
At the foot of "C" Street	The City-owned pier and dock shall, consistent with any lease requirements or conditions, be restored for pedestrian and public fishing use.
At the Small Boat Basin	A small plaza and improved access facilities, including off-street parking, bicycle racks, benches, tables, restrooms, and an improved boat-launching area shall be provided. Lamoreaux Park shall be upgraded. Public use facilities shall be designed and located to complement potential adjacent revenue generating uses. Existing access to piers with docks shall be continued consistent with public safety and protection of the property of boat owners.
At the foot of "V" Street	A passive recreation plaza with landscaping improvements and picnic tables shall be provided at the shoreline. Development of the "V" Street Plaza shall occur either in conjunction with the construction of Waterfront Drive or the private development of the property (in proximity to the Blue Ox), whichever comes first.
At Eureka Slough, north of the Northwestern Pacific Railroad tracks	A passive recreation plaza with landscaping improvements and picnic tables shall be provided at the shoreline. Public access improvements either at Eureka Slough or near the Samoa Bridge shall also include a small boat launch ramp and off-street parking area, provided that in consultation with the Department of Fish and Game, Coastal Commission, and the Coastal Conservancy, a specific location for these access improvements can be identified that will create no significant adverse effects on environmentally sensitive habitat areas.
At Woodley Island at the westerly end of the marina	A scenic vista point shall be developed to complement the existing public access and support facilities and be compatible with other permitted development. Access to the Woodley Island wildlife area shall continue to be by permit from the Department of Fish and Game.
From the Samoa Bridge to and along Eureka Slough	A continuous shoreline pedestrian walkway shall be developed. Portions of this accessway may be incorporated into the extension of Waterfront Drive, which shall also provide for a bicycle way, provided that in consultation with the Department of Fish and Game, Coastal Commission, and the Coastal Conservancy, a specific location for these access improvements can be identified that will create no significant adverse effects on environmentally sensitive habitat areas. Support facilities shall include parking areas and trash receptacles.
Along the Eureka northern waterfront between Commercial Street on the west and the Samoa Bridge on the east	A continuous shoreline accessway shall be developed to include: (1) completion of lateral accessways at the foot of "J" and "M" Streets; (2) vista points at the foot of "F" Street and the end of "M" Street (on the bluff top near the Carson Mansion/Ingomar Club); (3) access support facilities distributed throughout Old Town so as to minimize potential adverse impacts.
Near Second and "Y" Streets in the East Bridge District	The City shall accept a vertical accessway easement dedication offer if further consultation with the Department of Fish and Game indicates that access can be provided consistent with protection of sensitive natural habitat areas. If the dedication offer is accepted, access shall be integrated through directional signing and support facilities into the northern waterfront shoreline access system.
At the foot of Truesdale Street	A scenic vista point shall be developed on the shoreline to complement the existing vertical access at the street end. Access support facilities shall include a small parking area, bicycle racks, and trash receptacles.
Along waterfront between Truesdale Street and Hilfiker Lane	A continuous waterfront trail shall be dedicated and developed in conjunction with future development in order to connect the vertical accessways at the two street ends. The waterfront trail shall be fenced and/or landscaped to protect adjacent property.
Halvorsen Village and East Park Plaza	The City shall, concurrent with the development of, construct the Fountain Plaza Pedestrian Bridge immediately to the west of the East Park Plaza amphitheater, so as to provide safe public access across the Northwestern Pacific Railroad right-of-way from Waterfront Drive to Old Town.



Access Point/Area	Description of Proposed Access
Near "K" Street across the Northwestern Pacific Railroad right-of-way from Waterfront Drive to Old Town	The City shall, concurrent with the development of the community conference center, parking structure, and West Park Plaza, construct a pedestrian bridge. West Park, located at the foot of "J" Street, shall include a small parking area and public pier available for fishing and, if feasible, use by a tourist-oriented water taxi.
Across the Northwestern Pacific Railroad right-of-way along the city's bayfront	The City shall, in conjunction with the California Public Utilities Commission and the Northwestern Pacific Railroad, prepare an implementable long-range plan for pedestrian and vehicular at-grade access, consistent with requirements of this General Plan, in order to maximize public access opportunities and ensure public safety.
Greenways or gulches near Eureka, First, and Second Sloughs.	The City shall utilize public lands, rights-of-way, potential future dedications of land, and/or limited acquisition to establish public walkways in greenways or gulches. The precise location of walkways shall be determined after consultation with adjacent private property owners, the Department of Fish and Game, and the Coastal Conservancy in order to assure that private property rights and environmentally sensitive habitat areas are protected, while this important community asset is opened for appropriate levels of public use and enjoyment. In consultation with the Coastal Conservancy, the City shall explore creation and funding of a community non-profit organization to assist in the design, implementation, and maintenance of the greenway/gulch public access system.
Elk River	Public accessways shall be implemented by the City in consultation with the Department of Fish and Game.
Elk River Spit	The pedestrian footbridge and appropriate directional signing shall be constructed.

RECREATION SERVICES

Goal 5.C: To ensure that a range of recreation services, activities, and programs are offered which provide a desirable quality of life for all citizens of Eureka.

Policies

- 5.C.1. The City shall consider the needs of all age groups, abilities, disabilities, and special interest groups in its park, recreation, and community services planning.
- 5.C.2. The City shall encourage and support agencies that actively provide recreation and community service programs and activities.
- 5.C.3. The City shall ensure that a mechanism is in place to provide opportunities for participation by economically disadvantaged families and individuals.
- 5.C.4. The City shall provide supervision of park areas to protect the rights of the users of the parks and reduce vandalism and shall work with law enforcement agencies to eliminate crime at parks and recreation facilities.
- 5.C.5. The City shall provide an ongoing emphasis on youth programs and services, especially those that provide positive educational and social influences for youth at risk for illegal, anti-social, or unhealthy behaviors.
- 5.C.6. The City shall ensure a wide range of services, activities, and programs reflecting the cultural diversity of the community.
- 5.C.7. The City shall ensure the provision of services and programs designed for physically and mentally challenged citizens, and make reasonable accommodations for the participation of such individuals in City programs.
- 5.C.8. The City shall provide opportunities for citizen input and participation in the planning of recreation and community services programs and activities.

ARTS AND CULTURE

Goal 5.D: To promote development and programs that meet the artistic and cultural needs of the Eureka community.

Policies

- 5.D.1. The City shall establish the Core Area as the city's and region's focal point for entertainment, cultural, and community activities.
- 5.D.2. The City shall continue to support the local arts community through its participation in the Cultural Arts Resource District, the Phantom Art Gallery program, and similar programs.
- 5.D.3. The City shall support efforts to establish a performing arts-theater center in the area bounded by 6th and 7th and E and F Streets.
- 5.D.4. The City shall actively support the establishment of a community center in the downtown area to meet both the civic and cultural needs of the community.
- 5.D.5. The City shall encourage coordination among local arts and cultural groups and events to expand their appreciation by the community.
- 5.D.6. The City shall encourage the development of entertainment, recreational, and cultural activities for youth.

HISTORIC PRESERVATION

Goal 5.E: To preserve and enhance the historical features of the Eureka area.

Policies

- 5.E.1. The City shall designate historic districts for the restoration and preservation of those areas, buildings, and sites in Eureka that are of historic, cultural, and/or architectural significance.
- 5.E.2. The City shall support the registration of cultural resources in appropriate landmark designations (i.e., National Register of Historic Places, California Historical Landmarks, Points of Historical Interest, or Local Landmark).
- 5.E.3. The City shall give highest restoration priority to those buildings and open space areas identified as having historic, cultural, or architectural significance that are in imminent danger of decay or demolition and vulnerable to earthquake damage (e.g., unreinforced masonry buildings).
- 5.E.4. The City shall encourage federal and state governments as well as financial institutions and private citizens to provide loans for refurbishing historical buildings and restoring artifacts and memorabilia.
- 5.E.5. The City shall sponsor and support legislation to provide incentives for maintaining and enhancing structural stability and aesthetic value of significant structures.
- 5.E.6. The City shall encourage local citizens to cooperate in a campaign to identify and publicize the significance of historical sites and buildings.

- 5.E.7. The City shall prepare and adopt design review guidelines that provide for architectural review of new developments and of exterior alterations to existing structures in designated historical areas.
- 5.E.8. The City shall review all building or demolition permits for buildings either designated historic or within historical districts to ensure, where feasible, the preservation of these historic facilities.
- 5.E.9. The City shall protect and enhance the integrity of the historical atmosphere by supporting the restoration, renovation, and quality replication of historic buildings.
- 5.E.10. The City shall promote re-use of historic buildings for both public and private uses.

ARCHAEOLOGICAL RESOURCES

Goal 5.F: To identify, protect, and enhance Eureka's important archaeological and cultural sites and their contributing environment.

Policies

- 5.F.1. The City shall solicit the cooperation of the owners of cultural resources, encourage those owners to treat these resources as assets rather than liabilities, and encourage the support of the general public for the preservation and enhancement of these resources.
- 5.F.2. The City shall solicit the views of the Native American Heritage Commission and/or the local Native American community in cases where development may result in disturbance to sites containing evidence of Native American activity and/or to sites of cultural importance.
- 5.F.3. The City shall coordinate with Humboldt County to promote the preservation and maintenance of archaeological resources in the Planning Area.
- 5.F.4. The City shall use, where feasible, incentive programs to assist private property owners in preserving and enhancing cultural resources.
- 5.F.5. The City shall require that discretionary development projects identify and protect from damage, destruction, and abuse, important historical, archaeological, and cultural sites and their contributing environment. Such assessments shall be incorporated into a citywide cultural resource data base.
- 5.F.6. The City shall require that discretionary development projects are designed to avoid potential impacts to significant cultural resources whenever feasible. Unavoidable impacts, whenever feasible, shall be reduced to a less than significant level and/or shall be mitigated by extracting maximum recoverable data. Determinations of impacts, significance, and mitigation shall be made by qualified archaeological or historical consultants, depending on the type of resource in question.
- 5.F.7. The City shall, within its power, maintain confidentiality regarding the locations of archaeological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts.
- 5.F.8. The City shall consider acquisition programs as a means of preserving significant cultural resources that are not suitable for private development. Organizations that could provide assistance in this area include, but are not limited to, the Archaeological Conservancy and The Nature Conservancy.

IMPLEMENTATION PROGRAMS

- 5.1. The City shall prepare, adopt, and implement procedures for review and approval of all City-permitted projects involving ground disturbance and all building and/or demolition permits that will affect buildings, structures, or objects identified as historically significant.

Responsibility: City Council
Historic Preservation Commission
Community Development Department
Building Department
Time Frame: FY 96-97

- 5.2. The City shall develop preservation incentive programs for owners of important cultural resources, using such mechanisms as the Mills Act, the Historic Preservation Easement program, the Certified Local Government program, and the Heritage Tourism program.

Responsibility: City Council
Historic Preservation Commission
Community Development Department
Redevelopment Agency
Time Frame: FY 97-98

- 5.3. The City shall consider pursuing the following cultural resource management programs and shall explore possible funding sources to support these programs:

1. Pursuit of status as a Certified Local Government to facilitate state funding and technical assistance from the State Office of Historic Preservation; and
2. Preparation, adoption, and implementation of a cultural resources ordinance that provides definitions and standards for identification and protection of cultural resources and provides penalties for their disturbance.
3. Preparation and updating of a citywide cultural resource data base.

Responsibility: City Council
Community Development Department
Redevelopment Agency
Historic Preservation Commission
Time Frame: FY 97-98

- 5.4. The City shall participate in the development of a facility for the Humboldt Bay Rowers Association on the waterfront.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager
Time Frame: As funding becomes available

SECTION 6

NATURAL RESOURCES

This section contains goals, policies, and programs that establish the framework for the protection of the valuable natural resources of the Eureka area.

This goals and policies of this section are organized topically according to the following categories, each of which relates to a key objective for protection of the Eureka Area's natural resources.

- Aquatic Resources and Marine, Wetland, and Riparian Habitat
- Agricultural Preservation
- Conservation of Open Space
- Timber Resources
- Air Quality--General
- Air Quality--Transportation/Circulation

AQUATIC RESOURCES AND MARINE, WETLAND, AND RIPARIAN HABITAT

Goal 6.A: To protect and enhance the natural qualities of the Eureka area's aquatic resources and to preserve the area's valuable marine, wetland, and riparian habitat.

Policies

- 6.A.1. The City shall maintain, enhance, and, where feasible, restore valuable aquatic resources, with special protection given to areas and species of special biological or economic significance. The City shall require that uses of the marine environment are carried out in the manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.
- 6.A.2. The City shall establish a comprehensive wetland management program that includes all of Eureka's restored and natural wetland areas.
- 6.A.3. The City shall maintain and, where feasible, restore biological productivity and the quality of coastal waters, streams, wetlands, and estuaries appropriate to maintain optimum populations of aquatic organisms and for the protection of human health through, among other means, minimizing adverse effects of wastewater and stormwater discharges and entrainment, controlling the quantity and quality of runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.
- 6.A.4. The City shall require that channelizations or other substantial alterations that could significantly disrupt the habitat values of rivers and streams incorporate the best mitigation measures feasible. Such channelizations and alterations shall be limited to the following:
- a. Flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development;

b. Developments where the primary function is the improvement of fish and wildlife habitat.

6.A.5. The City shall permit revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes only when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion.

6.A.6. The City declares the following to be environmentally sensitive habitat areas within the Coastal Zone:

- a. Rivers, creeks, sloughs, gulches and associated riparian habitats, including, but not limited to Eureka Slough, Fay Slough, Cut-Off Slough, Freshwater Slough, Cooper Slough, Second Slough, Third Slough, Martin Slough, Ryan Slough, Swain Slough, and Elk River.
- b. Wetlands and estuaries, including that portion of Humboldt Bay within the City's jurisdiction, riparian areas, and vegetated dunes.
- c. Indian Island, Daby Island, and the Woodley Island wildlife area.
- d. Other unique habitat areas, such as waterbird rookeries, and habitat for all rare or endangered species on state or federal lists.
- e. Grazed or farmed wetlands (i.e., diked former tidelands).

The areas are shown on 1:500 scale maps that are available for review at the City of Eureka Community Development Department. These maps are incorporated by reference into this General Plan and are a formal part of it. However, all environmentally sensitive habitat areas may not be shown on these maps and shall, if they exist, be identified as part of any project application.

6.A.7. Within the Coastal Zone, the City shall ensure that environmentally sensitive habitat areas are protected against any significant disruption of habitat values, and that only uses dependent on such resources shall be allowed within such areas. The City shall require that development in areas adjacent to environmentally sensitive habitat areas be sited and designed to prevent impacts which would significantly degrade such areas, and be compatible with the continuance of such habitat areas.

6.A.8. Within the Coastal Zone, prior to the approval of a development, the City shall require that all development on lots or parcels designated NR (Natural Resources) on the *Land Use Diagram* or within 250 feet of such designation, or development potentially affecting an environmentally sensitive habitat area, shall be found to be in conformity with the applicable habitat protection policies of the General Plan. All development plans, drainage plans, and grading plans submitted as part of an application shall show the precise location of the habitat(s) potentially affected by the proposed project and the manner in which they will be protected, enhanced, or restored.

6.A.9. The City shall permit the diking, filling, or dredging of open coastal waters, wetlands, or estuaries only under the following conditions:

- a. The diking, filling or dredging is for a permitted use in that resource area;
- b. There is no feasible, less environmentally damaging alternative;
- c. Feasible mitigation measures have been provided to minimize adverse environmental effects;
- d. The functional capacity of the resource area is maintained or enhanced.

6.A.10. The City shall support dredging and spoils disposal to avoid significant disruption to aquatic and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

6.A.11. The City shall require that diking, filling or dredging of a wetland or estuary maintain or enhance the functional capacity of these resources. Functional capacity means the ability of the wetland or estuary to be self-sustaining and to maintain natural species diversity. In order to establish that the functional capacity is being maintained, all of the following must be demonstrated.

- a. Presently-occurring plant and animal populations in the ecosystem will not be altered in a manner that would impair the long-term stability of the ecosystem, i.e., natural species diversity, abundance and composition are essentially unchanged as the result of the project;
- b. A species that is rare, threatened, or endangered will not be significantly adversely affected; and
- c. Consumptive (e.g., fishing, aquaculture and hunting) or nonconsumptive (e.g., water quality and research opportunity) values of the wetland or estuary ecosystem will not be significantly reduced.

6.A.12. The City shall require that dredging, when consistent with the provisions of this General Plan or other adopted City regulations and where necessary for the maintenance of the tidal flow and continued viability of the wetland habitat or for flood control purposes, shall be subject to the following conditions:

- a. Dredging shall be prohibited in breeding and nursery areas and during periods of fish migration and spawning.
- b. Dredging shall be limited to the smallest area feasible.
- c. Designs for dredging and excavation projects shall include protective measures such as silt curtains, weirs, etc., to protect water quality in adjacent areas during construction by preventing the discharge of refuse, petroleum spills, and unnecessary dispersal of silt materials.

6.A.13. The City shall require that diking or filling of a wetland that is otherwise in accordance with the policies of this General Plan, shall, at a minimum, require the following mitigation measures:

- a. A detailed restoration plan shall be required as part of the project application for each specific restoration site. The restoration plan shall include provisions for purchase, if required, and restoration of an equivalent area of equal or greater biological productivity, and dedication of the land to a public agency or other method which permanently restricts the use of the site to habitat and open space purposes. The restoration site shall be purchased or otherwise made available prior to any permitted diking or filling;
- b. Areas adequate to maintain functional capacity shall be opened to tidal action or other sources of surface water shall be provided. This provision shall apply to diked or filled areas which themselves are not environmentally sensitive habitat areas, but would become so if, as part of a restoration program, they are opened to tidal action or provided with other sources of surface water. All of the provisions for restoration, purchase (if necessary), and dedication described under item a. of this policy shall apply to any program or activity performed pursuant to this policy.
- c. Mitigation shall, to the maximum extent feasible, be of the same type as the wetland to be filled (i.e., freshwater marsh for freshwater marsh, saltwater marsh for saltwater marsh, etc.).
- d. Where no suitable private or public restoration or enhancement sites are available, an in-lieu fee may be required to be paid to an appropriate public agency for use in the restoration or enhancement of an area of equivalent productive value or surface area.

6.A.14. Consistent with all other applicable policies of this General Plan, the City shall limit development or uses within wetlands that are neither farmed nor grazed, or within estuaries,

to the following:

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- a. Port facilities.
 - b. Energy facilities.
 - c. Coastal-dependent industrial facilities, including commercial fishing facilities.
 - d. Maintenance of existing or restoration of previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - e. Incidental public service purposes which temporarily impact the resources of the area, such as burying cables or pipes, inspection of piers, and maintenance of existing intake and outfall lines.
 - f. Restoration projects.
 - g. Nature study, aquaculture, or similar resource-dependent activities.
 - h. New or expanded boating facilities in estuaries, consistent with the demand for such facilities.
 - i. Placement of structural piling for public recreational piers that provide public access and recreational opportunities.

6.A.15. The City shall limit uses and development in grazed or farmed wetlands to the following:

- 
- a. Agricultural operations limited to accessory structures, apiaries, field and truck crops, livestock raising, greenhouses (provided they are not located on slab foundations and crops are grown in the existing soil on site), and orchards;
 - b. Farm-related structures, including barns, sheds, and farmer-occupied housing, necessary for the performance of agricultural operations. Such structures may be located on an existing grazed or farmed wetland parcel only if no alternative upland location is available for such purpose and the structures are sited and designed to minimize adverse environmental effects on the farmed wetland. No more than one permanent residential structure per parcel shall be allowed.
 - c. Restoration projects, including the PALCO on-site restoration and enhancement program.
 - d. Nature study, aquaculture, and similar resource-dependent activities; and,
 - e. Incidental public service purposes which may temporarily impact the resources of the area, such as burying cables or pipes.

6.A.16. Consistent with all other applicable policies of this General Plan, the City shall limit uses within open coastal waters to the following:

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- a. Port facilities.
 - b. Energy facilities.
 - c. Coastal-dependent industrial facilities, such as commercial fishing facilities.
 - d. Maintenance of existing or restoration of previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - e. Incidental public service purposes which temporarily impact the resources of the area, such as burying cables and pipes, inspection of piers, and maintenance of existing intake and outfall lines.
 - f. Restoration projects.
 - g. Nature study, aquaculture, or similar resource-dependent activities.
 - h. New or expanded boating facilities.
 - i. Placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

6.A.17. The City shall require that any uses that involve substantial alterations of streams and rivers incorporate the best mitigation measures feasible and shall be limited to the following:

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- a. Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect development.
 - b. Developments where the primary function is the improvement of fish and wildlife habitat.

6.A.18. The City may permit new fill for repair and maintenance purposes on lands adjacent to the previously filled northern waterfront provided that it is consistent with other General Plan

policies and where all of the following apply:

- a. Fill will be placed in previously filled areas which have been subject to erosion;
- b. Fill will not be placed beyond the existing bulkhead line;
- c. Fill is necessary to protect existing development, coastal-dependent uses, or redeveloped areas from erosion;
- d. Fill will not interfere with commercial fishing activities and facilities; and
- e. Placement of the fill is consistent with the coastal public access policies of the General Plan.

6.A.19. The City shall require establishment of a buffer for permitted development adjacent to all environmentally sensitive areas. The minimum width of a buffer shall be 100 feet, unless the applicant for the development demonstrates on the basis of site specific information, the type and size of the proposed development, and/or proposed mitigation (such as planting of vegetation) that will achieve the purposes(s) of the buffer, that a smaller buffer will protect the resources of the habitat area. As necessary to protect the environmentally sensitive area, the City may require a buffer greater than 100 feet. The buffer shall be measured horizontally from the edge of the environmental sensitive area nearest the proposed development to the edge of the development nearest to the environmentally sensitive area. Maps and supplemental information submitted as part of the application shall be used to specifically define these boundaries.

6.A.20. To protect urban wetlands against physical intrusion, the City shall require that wetland buffer areas incorporate attractively designed and strategically located barriers and informational signs.

6.A.21. The City shall require that all land use activities adjacent to gulch greenways be carried out in a manner that avoids vegetative removal below the break in slope (usually those areas with a slope of 30 percent or greater) and that does not alter natural land forms and drainage patterns.

6.A.22. The City shall maintain Indian Island as a site for habitat, scientific research and education. Existing uses may be maintained but shall not be expanded, except that reburial of Native American remains shall be permitted as part of the mitigation for coastal-dependent industrial development elsewhere in the Planning Area.

6.A.23. The City, in consultation with the Department of Fish and Game, Coastal Conservancy, Coastal Commission, Humboldt County, Humboldt Bay Harbor, Recreation, and Conservation District, affected landowners, and other interested parties shall prepare a detailed, implementable wetlands management, restoration and enhancement program consistent with the provisions of this General Plan. The objectives of the program shall be to enhance the biological productivity of wetlands; to minimize or eliminate conflicts between wetlands and adjacent urban uses; to provide stable boundaries and buffers between urban and habitat areas; to provide restoration areas, including the City-owned lands on the Elk River Spit that may benefit from restoration and enhancement, to serve as mitigation in conjunction with future projects that may include wetland areas. Upon completion, the wetlands management and restoration program created by this policy shall be submitted to the Coastal Commission for review and approval.

6.A.24. Within the Coastal Zone, where there is a question regarding the boundary, buffer requirements, location, or current status of an environmentally sensitive area identified pursuant to the policies of this General Plan, the City shall require the applicant to provide the City with the following:

- a. Base map delineating topographic lines, adjacent roads, location of dikes, levees, of flood control channels and tide gates, as applicable;
- b. Vegetation map, including identification of species that may indicate the existence or non-existence

- of the sensitive environmental habitat area;
- c. Soils map delineating hydric and non-hydric soils; and
- d. Census of animal species that may indicate the existence or non-existence of the sensitive environmental habitat area.

The City shall transmit the information provided by the applicant pursuant to this policy to the Department of Fish and Game for review and comment. Any comments and recommendations provided by the Department shall be immediately sent to the applicant for his or her response. The City shall make its decision concerning the boundary, location, or current status of the environmentally sensitive habitat area in question based on the substantial evidence in the record and shall adopt findings to support its actions.

AGRICULTURAL PRESERVATION

Goal 6.B: To protect agricultural lands for their resource, aesthetic, and economic values.

Policies

- 6.B.1. The City shall not approve non-agricultural development on agricultural lands with Class I or Class II soils within the Planning Area.
- 6.B.2. The City shall require the retention in agricultural use of agricultural lands within the Coastal Zone with soils other than Classes I or II in agriculture use, except under the following conditions:
 - a. Continued or renewed agricultural use is demonstrated to be infeasible,
 - b. Conversion to urban uses would locate development within, contiguous with, or in close proximity to, existing developed areas, or
 - c. Farmed wetlands are proposed and funded through a wetland management and restoration program for restoration of resource-dependent activities.
- 6.B.3. The City shall limit uses in grazed or farmed wetlands to the following:
 - a. Agricultural operations (except for greenhouses on slab foundations).
 - b. Farm-related structures (including barns, sheds, and farmer-occupied housing) necessary for the continuance of the agricultural operation. Such structures may be located on an existing grazed or farmed wetland parcel only if no alternative upland location is available for such purpose and the structures are sited and designed to minimize the adverse environmental effects on the farmed wetland. No more than one primary residential structure per parcel shall be allowed.
 - c. Restoration and enhancement projects.
 - d. Nature study, aquaculture, and similar resource-dependent activities.
 - e. Incidental public service purposes which may temporarily impact the resources of the area, such as burying cable and pipes.
- 6.B.4. The City shall ensure that expansion of public services and public service facilities, which is otherwise consistent with the provisions of this General Plan, does not reduce agricultural viability through increased assessment costs.
- 6.B.5. Consistent with the Coastal Act (California Resources Code Section 30250(a)), the City shall prohibit land division of existing agriculturally-designated land within the Coastal Zone, other than for leases for agricultural uses.

CONSERVATION OF OPEN SPACE

Goal 6.C: To support the continued protection of valuable open space resources in and around Eureka.

Policies

- 6.C.1. The City shall preserve vital portions of open-space areas around and within the city in their natural state in order to insure their maintenance as wildlife and fish habitat areas, natural drainage areas, agricultural areas, and areas of passive recreation and outdoor education.
- 6.C.2. The City shall protect critical habitat areas and preserve the ecosystem of existing natural areas within the city.
- 6.C.3. The City shall retain open-space needed to provide community and neighborhood identity, efficiency, and amenities;; insulate conflicting land uses; and act as a noise barrier between noise-sensitive and excessive noise-generating uses.
- 6.C.4. The City shall coordinate its open space planning, acquisition, and development efforts with those of Humboldt County and regional and state agencies.
- 6.C.5. The City shall prepare and adopt Gulch Greenway Preservation/Management Guidelines that identifies and protects the vegetation and habitat in and the hydrologic capacity of Eureka's gulch greenways. These guidelines shall include provisions for defining the boundaries of gulch greenways, as generally indicated in Figure 6-1, identifying the boundaries of all affected parcels lying wholly or partly within the gulch greenways, ensuring new development is compatible with the environmental and public safety values of the gulch greenways, and restoring gulch vegetation and habitat as appropriate.
- 6.C.6. The City shall permit private property owners adjacent to gulch areas to develop, where appropriate, by utilizing Planned Unit Development (PUD) concepts while ensuring that gulch slopes and bottoms are retained in their natural state and that development does not occur in areas subject to flooding or where slopes exceed 30 percent.
- 6.C.7. The City shall require that areas of unique historic and scenic quality and areas containing identified critical habitats be preserved.
- 6.C.8. The City shall encourage multiple use of open-space resources consistent with other policies and standards of this General Plan.

TIMBER RESOURCES

Goal 6.D: To conserve the Eureka area's timber resources, enhance the quality and diversity of forest ecosystems, reduce conflicts between forestry and other uses, and encourage a sustained yield of forest products.

Policies

- 6.D.1. The City shall work with Humboldt County and the California Department of Forestry and Fire Protection (CDF) to encourage the sustained productive use of timberland as a means of providing open space and conserving other natural resources.
- 6.D.2. The City shall work with Humboldt County and the California Department of Forestry and Fire Protection (CDF) to discourage development that conflicts with timberland management.

- 6.D.3. The City shall encourage and promote the productive use of wood waste generated in the Eureka area.

AIR QUALITY--GENERAL

Goal 6.E: To protect and improve air quality in the Eureka Area.

Policies

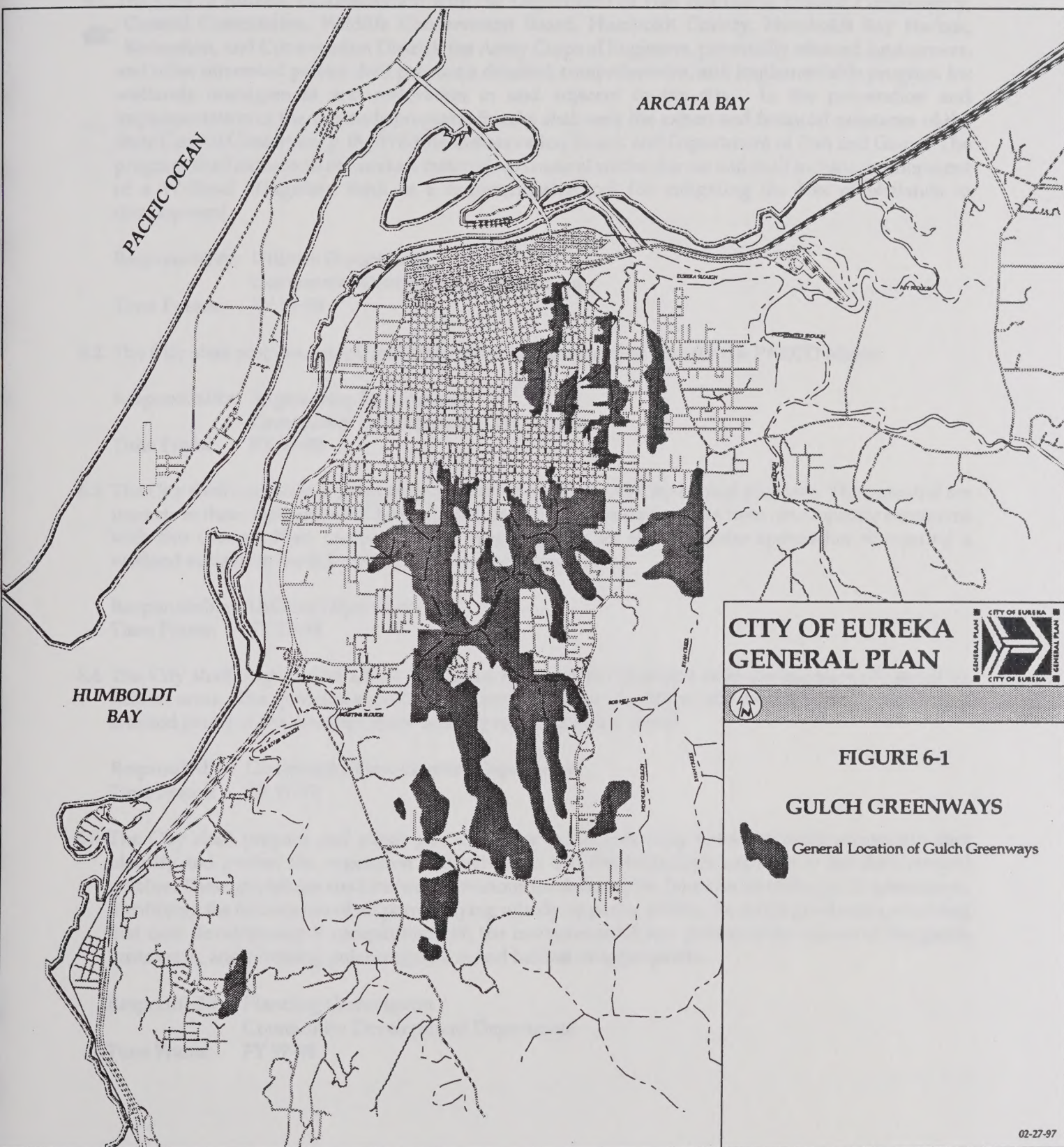
- 6.E.1. The City shall cooperate with other agencies to develop a consistent and effective approach to air quality planning and management and to develop mitigation measures to minimize stationary and area source emissions.
- 6.E.2. The City shall support the North Coast Unified Air Quality Management District in its development of improved ambient air quality monitoring capabilities and the establishment of standards, thresholds, and rules to more adequately address the air quality impacts of new development.
- 6.E.3. The City shall require project-level environmental review to include identification of potential air quality impacts and designation of design and other appropriate mitigation measures or offset fees to reduce impacts. The City shall work with project proponents and other agencies in identifying, ensuring the implementation of, and monitoring the success of mitigation measures.
- 6.E.4. The City shall submit development proposals to the North Coast Unified Air Quality Management District for review and comment in compliance with CEQA prior to consideration by the Planning Commission and/or City Council.
- 6.E.5. In reviewing project applications with potential for creating air quality impacts, the City shall consider alternatives or amendments that reduce emissions of air pollutants.

AIR QUALITY--TRANSPORTATION/CIRCULATION

Goal 6.F: To integrate air quality planning with the land use and transportation planning process.

Policies

- 6.F.1. The City shall attempt to ensure smooth-flowing traffic conditions for major roadways through planning of traffic signals and traffic signal coordination, parallel roadways, and intra- and inter-neighborhood connections where significant reductions in overall emissions can be achieved.
- 6.F.2. The City shall continue and, where appropriate, expand the use of synchronized traffic signals to smooth traffic flow and thereby reduce pollutant emissions.
- 6.F.3. The City shall encourage the use of alternative modes of transportation by incorporating public transit, bicycle, and pedestrian modes in City transportation planning and by encouraging new development to provide adequate pedestrian and bikeway facilities.
- 6.F.4. The City shall consider instituting disincentives for single-occupant vehicle trips, including limitations in parking supply in areas where alternative transportation modes are available and other measures identified by the North Coast Unified Air Quality Management District.
- 6.F.5. The City shall endeavor to secure adequate funding for transit services so that transit is a viable transportation alternative. New development shall pay its fair share of the cost of transit equipment and facilities required to serve new projects.



IMPLEMENTATION PROGRAMS

- 6.1. The City of Eureka, in consultation with the Department of Fish and Game, Coastal Conservancy, Coastal Commission, Wildlife Conservation Board, Humboldt County, Humboldt Bay Harbor, Recreation, and Conservation District, the Army Corps of Engineers, potentially affected landowners, and other interested parties shall prepare a detailed, comprehensive, and implementable program for wetlands management and restoration in and adjacent to the city. In the preparation and implementation of the wetlands program, Eureka shall seek the expert and financial assistance of the State Coastal Conservancy, the Wildlife Conservation Board, and Department of Fish and Game. The program shall include all of Eureka's restored and natural wetland areas and shall include development of a Wetland Mitigation Bank as a comprehensive tool for mitigating the loss of wetlands to development.

Responsibility: Utilities Department
Community Development Department
Time Frame: FY 97-98

- 6.2. The City shall prepare, adopt, and implement an enhancement plan for the PALCO Marsh.

Responsibility: Engineering Department
Community Development Department
Time Frame: FY 97-98

- 6.3. The City shall undertake a program to identify wetlands on all City-owned property. The potential for impacts to these wetlands shall be identified, including potential impacts from development consistent with this General Plan. As part of this program, the City shall consider approaches to creating a wetland mitigation bank from these City-owned parcels.

Responsibility: Utilities Department
Time Frame: FY 97-98

- 6.4. The City shall prepare and adopt guidelines for siting development near environmentally sensitive habitat areas. The guidelines shall include provisions for identifying the precise boundaries on each affected parcel of the sensitive areas and any required buffer areas.

Responsibility: Community Development Department
Time Frame: FY 97-98

- 6.5. The City shall prepare and adopt guidelines for gulch greenway preservation/management that identify and protect the vegetation and habitat in and the hydrologic capacity of Eureka's natural gulches. These guidelines shall include provisions for defining the boundaries of the gulch greenways, identifying the boundaries of all parcels, lying wholly or partly within the gulch greenways, ensuring that new development is compatible with the environmental and public safety values of the gulch greenways, and restoring gulch vegetation and habitat as appropriate.

Responsibility: Planning Commission
Community Development Department
Time Frame: FY 97-98

- 6.6. The City shall prepare and adopt guidelines for drainage and stormwater management that shall address new development and existing developed areas. The guidelines shall identify appropriate best management practices (BMPs) that are applicable to and effective in controlling both the quantity and quality of runoff in the city.

Responsibility: Utilities Department

Time Frame: FY 98-99

- 6.7. The City shall work with the County in preparing a map or maps delineating the boundaries between the various watersheds within the Planning Area. The map should delineate both natural watershed boundaries and watershed boundaries as affected by storm drainage and surface drainage alternatives.

Responsibility: Engineering Department

Community Development Department

Time Frame: FY 98-99

SECTION 7

HEALTH AND SAFETY

This section contains goals, policies, and programs intended to protect Eureka residents, businesses, and visitors from the harmful effects of natural and man-made hazards. This information is organized under the following topics, each of which relates to specific conditions and concerns relevant to Eureka.

- Seismic Hazards
- Geological Hazards
- Fire Safety
- Flooding
- Hazardous Materials and Toxic Contamination
- Emergency Response
- Residential Noise Exposure
- Noise Compatibility

SEISMIC HAZARDS

Goal 7.A: To minimize loss of life, injury, and property damage due to seismic hazards.

Policies

- 7.A.1. For all development in areas subject to seismic hazards (i.e., fault rupture, amplified seismic shaking, slope failure, subsidence, settlement, or other similar effects) which is otherwise consistent with the policies of this General Plan, the City shall, prior to project approval, require a geological report prepared by a registered geologist, a certified engineering geologist, or a registered engineer with expertise in seismic engineering. The report shall consider, describe, and analyze the following:
- a. Geologic conditions, including soil, sediment, and rock types and characteristics, in addition to structural features such as bedding, joints, and faults;
 - b. Evidence of past or potential liquefaction conditions, or other types of ground failure, related to seismic shaking;
 - c. Potential effects on the site because of fault rupture; and
 - d. Any other information that might affect the proposed development, such as the information called for in Division of Mines and Geology Notes 44 and 49.

The report shall recommend mitigation measures for any potential impacts and shall outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant geological instability throughout the life span of the project.

- 7.A.2. The City shall work with Humboldt County to develop an emergency preparedness program so Eureka Area residents and visitors are not endangered by tsunami runup and inundation.
- 7.A.3. The City shall require that new structures intended for human occupancy be designed and constructed to minimize risk to the safety of occupants.

- 7.A.4. The City shall develop mechanisms to encourage and assist in the seismic retrofitting of buildings susceptible to damage during seismic events and to conduct the necessary work in a manner that is financially feasible to property owners and that can be conducted with minimum disruption to tenants. In particular, the City should consider the retrofit needs of the following types of structures:
- a. Unreinforced masonry buildings (URMs)
 - b. Pre-1940 wood frame houses
 - c. Tilt-up buildings
 - d. Pre-mid 1970s concrete frame buildings
 - e. Mobilehomes
- 7.A.5. The City should seek to give special structural consideration and flexibility to officially identified historically- and architecturally- significant structures.
- 7.A.6. The City shall require that all new parapets, signs, and other building ornamentation are constructed to withstand seismic shaking.
- 7.A.7. The City shall ensure that all unreinforced masonry buildings that are used for public purposes are modified to be earthquake safe, or if such a modification is not feasible, public use of the buildings be terminated.
- 7.A.8. The City shall work with Humboldt County and appropriate state and federal agencies to identify major emergency transportation corridors for use during seismic emergencies. In doing so, the City should ensure safe access routes to communication centers, hospitals, airports, staging areas, and fuel storage sites.
- 7.A.9. The City shall identify provisions for water supply and delivery and wastewater treatment and disposal in cases where services are interrupted as a result of damage caused by seismic activity.
- 7.A.10. The City shall identify alternative sources of energy (i.e., electricity, natural gas) for use in cases where energy supplies are interrupted as a result of damage caused by seismic activity.

GEOLOGICAL HAZARDS

Goal 7.B: To minimize loss of life, injury, and property damage due to geological hazards.

Policies

- 7.B.1. The City shall ensure new development is sited and designed consistent with limitations imposed by geologic hazards.
- 7.B.2. The City shall ensure that development on or near the shoreline of Elk River, Humboldt Bay, and Eureka Slough neither contributes significantly to, nor is subject to, high risk of damage from shoreline erosion over the life span of the development.
- 7.B.3. Within the Coastal Zone the City shall prohibit alteration of cliffs, bluff tops, and gulch faces or bases by excavation or other means except to protect existing structures. Permitted development shall not require the construction of protective devices that would substantially alter natural landforms.
- 7.B.4. For all high density residential and other high occupancy development located in areas of significant liquefaction potential, the City shall, at the time project application, require a geology and soils report prepared by a registered geologist, professional civil engineer with expertise in soil mechanics

or foundation engineering, or by a certified engineering geologist, and shall consider, describe, and analyze the following:

- a. Geologic conditions, including soil, sediment, and rock types and characteristics in addition to structural features, such as bedding, joint and faults;
- b. Evidence of past or potential liquefaction conditions, and the implications of such conditions for the proposed development;
- c. Potential effects of seismic forces resulting from a maximum credible earthquake;
- d. Any other factors that might affect the development.

The report shall also detail mitigation measures for any potential impacts and outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant geologic instability throughout the life-span of the project.

7.B.5. For all development proposed within areas subject to significant shoreline erosion, and which is otherwise consistent with the policies of this General Plan, the City shall, prior to project approval, require a geology and soils report prepared by a registered geologist, professional civil engineer with expertise in soil mechanics or foundation engineering, or by a certified engineering geologist, and shall consider, describe, and analyze the following:

- a. Site topography, extending the surveying work beyond the site as needed to depict unusual conditions that might affect the site;
- b. Historic, current and foreseeable shoreline erosion, including investigation of recorded land surveys and tax assessment records in addition to the use of historic maps and photographs where available and possible changes in shore configuration and sand transport;
- c. Geologic conditions, including soil, sediment and rock types and characteristics in addition to structural features, such as bedding, joint and faults;
- d. Impact of construction activity on the stability of the site adjacent area;
- e. Potential erodibility of site and mitigating measures to be used to ensure minimized erosion problems during and after construction;
- f. Effects of marine erosion on shoreline areas;
- g. Potential effects of seismic forces resulting from a maximum credible earthquake;
- h. Any other factors that might affect slope stability.

The report shall evaluate the off-site impacts of development and the additional impacts that might occur due to the proposed development. The report shall also detail mitigation measures for any potential impacts and outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant onsite or offsite geologic instability throughout the life-span of the project.

FIRE SAFETY

Goal 7.C: To minimize the risk of loss of life, injury, and damage to property and watershed resources resulting from unwanted fires.

Policies

7.C.1. The City shall strengthen the ongoing fire safety review process in an effort to increase the safety of all structures from fires.

- 7.C.2. The City shall locate and maintain fire stations according to fire service area standards and maintain the water supply system to provide the required water flow for fire fighting purposes.

FLOODING

Goal 7.D: To minimize the risk of loss of life, injury, damage to property, and economic and social dislocations resulting from flood hazards.

Policies

- 7.D.1. The City shall prohibit high density residential and other high occupancy development, including new hospitals, schools, residential development with a gross density of 8 units per acre or more, office buildings 10,000 square feet in size or larger, or visitor-serving structural developments 5,000 square feet in size or larger, from locating in flood hazard areas, as designated on the Federal Emergency Management Agency Flood Insurance Rate Maps (FIRM), dated June 1, 1982, unless they are constructed with a finished foundation that extends above the 100-year flood level and meet all applicable drainage policies of this General Plan. Other development in flood hazard areas shall incorporate mitigation measures that minimize the potential for flood damage, including development siting and use of flood proofing techniques and materials, consistent with other land use plan policies.

HAZARDOUS MATERIALS AND TOXIC CONTAMINATION

Goal 7.E: To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the past or future use, transport, treatment, and disposal of hazardous materials and hazardous materials wastes.

Policies

- 7.E.1. The City shall ensure that the use and disposal of hazardous materials in the Eureka area complies with local, state, and federal safety standards.
- 7.E.2. The City shall discourage the development of residences or schools near known hazardous waste disposal or handling facilities. Conversely, the city shall discourage the development of hazardous waste disposal or handling facilities near residences or schools.
- 7.E.3. The City shall require secondary containment and periodic examination for all storage of toxic materials.
- 7.E.4. The City shall ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.
- 7.E.5. The City shall require that new industries that store and process hazardous materials provide a buffer zone between the installation and the property boundaries sufficient to protect public safety. The adequacy of the buffer zone shall be determined by the City.
- 7.E.6. The City shall require that applications for discretionary development projects that will generate hazardous wastes or utilize hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.
- 7.E.7. The City shall require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material.

- 7.E.8. The City shall encourage the State Department of Health Services and the California Highway Patrol to review permits for radioactive materials on a regular basis and to promulgate and enforce public safety standards for the use of these materials, including the placarding of transport vehicles.
- 7.E.9. The City shall identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment.
- 7.E.10. The City shall work with local fire protection and other agencies to ensure an adequate countywide response capability to hazardous materials emergencies.
- 7.E.11. The City shall work with owners of property affected by toxic contamination to identify cost-effective approaches to remediation of contaminated soils. In particular, the City shall focus its efforts on developing unified strategies to addressing cleanup of large areas (e.g., the Westside Industrial Area, the waterfront area) so as to reduce the unit cost of remediation.
- 7.E.12. The City shall work with the Regional Water Quality Control Board and Humboldt County to identify and mitigate groundwater contamination caused by past disposal of toxic materials along the waterfront and in industrial areas.

EMERGENCY RESPONSE

Goal 7.F: To ensure the maintenance of an Emergency Management Program to effectively prepare for, respond to, recover from, and mitigate the effects of natural or technological disasters.

Policies

- 7.F.1. The City shall systematically and regularly review all accident contingency plans which relate to Eureka.
- 7.F.2. The City shall work with Caltrans and Humboldt County to identify a less congested route through Eureka to be used for the transportation of heavy, as well as hazardous materials.
- 7.F.3. The City shall attempt to ensure that major access corridors be available and unobstructed in case of major emergency or disaster.
- 7.F.4. The City shall cooperate with the Humboldt County, State Office of Emergency Services, and the Federal Emergency Management Agency in developing and operating a coordinated emergency response program that best utilizes the resources of each agency in assisting citizens and visitors in coping with and responding to a major emergency or disaster.

RESIDENTIAL NOISE EXPOSURE

Goal 7.G: To protect Eureka residents from the harmful and annoying effects of exposure to excessive noise.

Policies

- 7.G.1. The City shall prohibit new development of noise-sensitive uses where the noise level due to non-transportation noise sources will exceed the noise level standards of Table 7-1 as measured immediately within the property line of the new development, unless effective noise mitigation

measures have been incorporated into the development design to achieve the standards specified in Table 7-1.

- 7.G.2. The City shall require that noise created by new proposed non-transportation sources be mitigated so as not to exceed the noise level standards of Table 7-1 as measured immediately within the property line of lands designated for noise-sensitive uses, as listed in Table 7-1.

TABLE 7-1		
NOISE LEVEL PERFORMANCE STANDARDS		
New Projects Affected by or Including Non-transportation Sources		
Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq} , dB	50	45
Maximum level, dB	70	65
Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).		

- 7.G.3. The City shall not subject existing dwellings and new single-family dwellings to the standards presented in Table 7-1. As a consequence, such dwellings may be constructed in areas where noise levels exceed these standards and it shall not be the responsibility of the City to ensure that such dwellings meet these standards or the noise standards imposed by lending agencies such as HUD, FHA and Cal Vet. If homes are located and constructed in accordance with the policies of this section, it is expected that the resulting exterior and interior noise levels will conform to the HUD/FHA/Cal Vet noise standards.

For the purposes of compliance with the provisions of this section, the City defines transportation noise sources as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from these sources is preempted by federal and state regulations. Other noise sources are presumed to be subject to local regulations, such as a noise control ordinance. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, and loading docks.

- 7.G.4. Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 7-1 at existing or planned noise-sensitive uses, the City shall require an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design. The acoustical analysis shall meet the following requirements:
- It shall be the financial responsibility of the applicant.
 - It shall be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
 - It shall include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.
 - It shall include estimates of existing and projected cumulative (20 years) noise levels in terms of L_{dn} or CNEL and/or the standards of Table 7-1, and compare those levels to the policies of this General Plan
 - It shall recommend appropriate mitigation to achieve compliance with the policies and standards of this General Plan, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses. Where the noise source in question

consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

- f. It shall include estimates of noise exposure after the prescribed mitigation measures have been implemented.
- g. It shall describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

7.G.5. The City shall evaluate the general feasibility of proposed projects with respect to existing and future transportation noise levels shown in Figure 7-1.

7.G.6. The City shall prohibit new development of noise-sensitive land uses in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in Table 7-2, unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in Table 7-2.

7.G.7. The City shall ensure that noise created by new transportation noise sources is mitigated so as not to exceed the levels specified in Table 7-2 at outdoor activity areas or interior spaces of existing noise-sensitive land uses.

7.G.8. New roadway improvement projects may be needed to accommodate development permitted according to the Land Use Diagram. As a result, existing noise-sensitive uses may be exposed to increased noise levels due to increased roadway capacity and increases in travel speeds, making it impractical to achieve the noise level standards contained Table 7-2. As an alternative to the standards in Table 7-2, the City will apply the following criteria to determine the significance of increases in noise related to improvement projects:

- a. Where existing traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant; and
- b. Where existing traffic noise levels range between 60 and 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +3 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant; and
- c. Where existing traffic noise levels are greater than 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.

TABLE 7-2

MAXIMUM ALLOWABLE NOISE EXPOSURE
Transportation Noise Sources

Land Use	Outdoor Activity Areas ¹ L _{dn} /CNEL, dB	Interior Spaces	
		L _{dn} /CNEL, dB	L _{eq} , dB ²
Residential	60 ³	45	--
Transient Lodging	60 ³	45	--
Hospitals, Nursing Homes	60 ³	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60 ³	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

¹ Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. For residential uses with front yards facing the identified noise source, an exterior noise level criterion of 65 dB L_{dn} shall be applied at the building facade, in addition to a 60 dB L_{dn} criterion at the outdoor activity area.

² As determined for a typical worst-case hour during periods of use.

³ Where it is not feasible to reduce noise in outdoor activity areas to 60 dB L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

NOISE COMPATIBILITY

Goal 7.H: To protect the economic base of the city by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

Policies

- 7.H.1. Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 7-2 or the performance standards of Table 7-1, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.
- 7.H.2. Where noise mitigation measures are required to achieve the standards of Tables 7-1 and 7-2, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.

IMPLEMENTATION PROGRAMS

- 7.1. In cooperation with the state and county offices of emergency services, the City shall prepare and adopt a plan for post-earthquake recovery and rebuilding, including tsunami response.

Responsibility: City Council
 Fire Department
 Engineering Department
 Building Department
 Community Development Department

Time Frame: FY 98-99

FIGURE 7-1

FEASIBILITY OF DEVELOPMENTS WITH RESPECT TO TRANSPORTATION NOISE

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn or CNEL, dB					
	55	60	65	70	75	80
Residential, Theaters, Auditoriums, Music Halls, Meeting Halls, Churches	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
	FEASIBLE	FEASIBLE	FEASIBLE	FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
Transient Lodging - Motels, Hotels	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE
	FEASIBLE	FEASIBLE	FEASIBLE	FEASIBLE	FEASIBLE	USUALLY NOT FEASIBLE
Schools, Libraries, Museums, Hospitals, Nursing Homes, Child Care Facilities	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
	FEASIBLE	FEASIBLE	FEASIBLE	FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
Playgrounds, Neighborhood Parks	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
	FEASIBLE	FEASIBLE	FEASIBLE	FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
Office Buildings, Retail Commercial	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
	FEASIBLE	FEASIBLE	FEASIBLE	FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
Industrial, Manufacturing, Utilities	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
	FEASIBLE	FEASIBLE	FEASIBLE	FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
Golf Courses, Outdoor Spectator Sports	FEASIBLE	FEASIBLE	PROBABLY FEASIBLE	PROBABLY FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE
	FEASIBLE	FEASIBLE	FEASIBLE	FEASIBLE	USUALLY NOT FEASIBLE	USUALLY NOT FEASIBLE

INTERPRETATION



FEASIBLE

Specified land use is satisfactory. No noise mitigation measures are required.



PROBABLY FEASIBLE

Use should be permitted only after careful study and inclusion of protective measures as needed to satisfy the policies of the General Plan.



USUALLY NOT FEASIBLE

Development is usually not feasible in accordance with the goals and policies of the noise section of the General Plan.

- 7.2. In cooperation with owners of property affected by toxic contamination, the Regional Water Quality Control Board, and Humboldt County, the City shall develop and implement a pilot project to identify cost-effective approaches to remediation of contaminated soils and to identify and mitigate groundwater contamination caused by past disposal of toxic materials along the waterfront and in industrial areas.

Responsibility: City Council
Engineering Department
Community Development Department

Time Frame: FY 97-98

IMPLEMENTATION PROGRAMS

- 8.1. The City shall annually review the General Plan Policy Document, including compliance with its provisions, and the implementation programs of the Plan. The Planning Commission shall complete its review of the General Plan Policy Document and report its findings to the City Council by October 1 of every year. The Planning Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the General Plan. This annual review shall also be used to identify the requirements of the State Assessment Code (SAC) for a long-term monitoring program for the Capital Plan City.

Responsibility: Planning Commission
Community Development Department

Time Frame: FY 96-97, annually thereafter

- 8.2. The City shall conduct a major review of the General Plan, including the Policy Document and Background Report, every three years and revise it as deemed necessary.

Responsibility: City Council
Community Development Department

Time Frame: FY 94-95, every three years thereafter

- 8.3. The City shall review and amend, as necessary, the Spacing Ordinance and Aesthetics Ordinance to ensure consistency with the General Plan.

The City of Eureka is committed to providing a safe and healthy environment for its citizens. This commitment is reflected in the City's policies and procedures regarding health and safety. The City's policies and procedures are designed to protect the health and safety of its citizens and to provide a safe and healthy environment for its citizens. The City's policies and procedures are designed to protect the health and safety of its citizens and to provide a safe and healthy environment for its citizens.

The City of Eureka is committed to providing a safe and healthy environment for its citizens. This commitment is reflected in the City's policies and procedures regarding health and safety. The City's policies and procedures are designed to protect the health and safety of its citizens and to provide a safe and healthy environment for its citizens. The City's policies and procedures are designed to protect the health and safety of its citizens and to provide a safe and healthy environment for its citizens.

SECTION 8

ADMINISTRATION AND IMPLEMENTATION

This section contains goals, policies, and programs to ensure that the City of Eureka maintains a high level of attention to the General Plan by providing for routine review and update of the *Policy Document* and *Background Report* and ensuring that other City regulations and ordinances are consistent with the Plan.

GOALS AND POLICIES

Goal 8.A: To provide for the ongoing administration and implementation of the General Plan.

Policies:

- 8.A.1. The City shall annually review the *General Plan Policy Document* and revise it as deemed necessary.
- 8.A.2. The *General Plan* shall be amended no more than four times per year. Each amendment, however, may include multiple changes.
- 8.A.3. The City shall conduct a major review of the *General Plan*, including the *Policy Document* and *Background Report*, every three years and revise it as deemed necessary.
- 8.A.4. The City shall review and amend, as necessary, the *Zoning Ordinance* and *Subdivision Ordinance* to ensure consistency with the *General Plan*.

IMPLEMENTATION PROGRAMS

- 8.1. The City shall annually review the *General Plan Policy Document*, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The Planning Commission shall complete its review of the *General Plan Policy Document* and report its findings to the City Council by October 1 of every year. The Planning Commission's report shall include, as the Commission deems appropriate, recommendations for amendments to the *General Plan*. This annual review shall also be used to satisfy the requirements of the *Public Resources Code* (§2108.6) for a mitigation monitoring program for the General Plan EIR.

Responsibility: Planning Commission
Community Development Department

Time Frame: FY 96-97; annually thereafter.

- 8.2. The City shall conduct a major review of the *General Plan*, including the *Policy Document* and *Background Report*, every three years and revise it as deemed necessary.

Responsibility: City Council
Community Development Department

Time Frame: FY 99-00; every three years thereafter.

- 8.3. The City shall review and amend, as necessary, the *Zoning Ordinance* and *Subdivision Ordinance* to ensure consistency with the *General Plan*.

Responsibility: City Council
Community Development Department
Time Frame: FY 97-98; 98-99

APPENDIX A

POLICY DOCUMENT GLOSSARY

Acres, Gross - The entire acreage of a site. Typically calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net - The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Annex, v. - To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquaculture - The culture and husbandry of aquatic organisms, including, but not limited to: fish, shellfish, mollusks, crustaceans, kelp, and algae. Aquaculture shall not mean the culture and husbandry of commercially utilized inland crops, including, but not limited to: rice, watercress, and beansprouts.

Archaeological - Relating to the material remains of past human life, culture, or activities.

Bicycle Lane (Class II facility) - A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility) - A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility) - A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Biological Productivity - Biological productivity generally refers to the amount of organic material produced per unit time.

Boundary of a Wetland - (1) The boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; (2) the boundary between soil that is predominantly hydric and soil that is predominantly nonhydric; or (3) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation and land that is not. Areas with drained hydric soils that are no longer capable of supporting hydrophytes are not considered wetlands.

Building - Any structure used or intended for supporting or sheltering any use or occupancy.

California Environmental Quality Act (CEQA) - A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

Caltrans - California Department of Transportation.

City - City with a capital "C" generally refers to the City of Eureka government or administration. City with a lower case "c" generally refers to the geographical area of the city, both incorporated and unincorporated territory (e.g., the city bikeway system).

Coastal-Dependent Development or Use - Any development or use which requires a site on, or adjacent to, the sea to be able to function at all.

Coastal-Related Development - Any use that is dependent on a coastal-dependent development or use.

Collector - Relatively-low-speed, street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial Recreational Facilities - Facilities serving recreational needs but operated for private profit (e.g., riding stable, chartered fishing boats, tourist attractions, and amusement or marine parks).

Community Noise Equivalent Level (CNEL) - A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Compatible - Capable of existing together without conflict or ill effects.

Conservation - The management of natural resources to prevent waste, destruction, or neglect.

Consistent - Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

County - County with a capital "C" generally refers to the government or administration of a county, in the case of the Eureka General Plan, Humboldt County. County with a lower case "c" generally refers to the geographical area of the county (e.g., the unincorporated county).

Critical Facility - Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

dB - Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA - The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Density, Residential - The number of permanent residential dwelling units per "net" acre of land.

Developable Acres, Net - The portion of a site that can be used for density calculations. For instance, public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land - Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developed - Developed with a structure that is a principal or conditional use permitted under a parcel's land use designation.

Development - On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practices Act of 1973 (commencing with Public Resources Code Section 4511).

Dikes - A bank constructed to control or confine tidal waters.

Duplex - A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit - A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Encourage, v. - To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species - A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy Facility - Any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

Enhance, v. - To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environmental Impact Report (EIR) - A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Environmentally Sensitive Habitat Areas - Any area in which plant or animal life, or their habitats, are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Estuary - A coastal water body usually semi-enclosed by land, but which has open, partially obstructed, or intermittent exchange with the ocean and in which ocean water is at least occasionally diluted by fresh water runoff from the land.

Expressway - A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Farmed Wetlands - Diked, former tidal marshes and clearly defined non-tidal sloughs which have been mechanically or physically altered for the production of food or fiber, but which would revert to typical wetland habitat if farming and related dike and drainage maintenance were discontinued. In their present state, these lands are frequently covered by shallow water during the rainy season. Their vegetation is characterized by a higher percentage of sedges, rush, and other hydrophytes than is common in upland agricultural areas. In estuarine areas such as Humboldt Bay, the boundary between uplands and wetlands is generally between +8 and +11 feet above mean lower low water (MLLW).

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible - Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Fill - Earth or other substance of material, including piling, placed for the purpose of erecting structures thereon.

Flood, 100-Year - The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Hazard Areas - Those areas subject to inundation by a 100-year flood.

Flood Insurance Rate Map (FIRM) - For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floor Area Ratio (FAR) - The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.00 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.50 would allow 15,000 sq. ft. of floor area; an FAR of 2.00 would allow 20,000 sq. ft.; and an FAR of 0.50 would allow only 5,000 sq. ft.

Freeway - A high-speed, high-capacity, limited-access transportation facility serving regional and countywide travel. Freeways generally are used for long trips between major land use generators.

Functional Capacity - The ability of a particular eco-system to be self-sustaining and to maintain natural species' diversity.

Geological - Pertaining to rock or solid matter.

Geologic Hazards - Include the following:

1. Seismic hazard areas delineated on fault maps as subject to potential surface rupture, on soil maps indicating materials particularly prone to shaking or liquefaction, and in local and regional seismic safety plans;
2. Tsunami runup areas identified on U.S. Army Corps of Engineers 100-year recurrence maps, by other scientific or historic studies, and other known areas of tsunami risk;

3. Landslide hazard areas delineated on slope stability maps and in local and regional geologic or safety plans;
4. Beach areas subject to erosion; and,
5. Other geologic hazards such as expansive soils and subsidence areas.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Gulch Greenway - A natural drainage channel generally with slopes of 30 percent or greater and including the level areas below the slopes typically containing lush vegetation and wildlife habitat.

Hazardous Material - Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Healthy Populations - The phrases "... healthy populations of all species of marine organisms ..." and "... optimum populations of marine organisms ..." refer generally to the maintenance of natural species diversity, abundance, and composition.

Household - All those persons--related or unrelated--who occupy a single housing unit.

Housing Unit - The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

Hydric Soils - Soils that for a significant period of the growing season have reducing conditions in the major part of the root zone and are saturated within 25 cm of the surface. Most hydric soils have properties that reflect dominant wetness characteristics, namely, they have immediately below 25 cm dominant colors in the matrix as follows:

1. If there is mottling, the chroma is 2 or less.
2. If there is no mottling, the chroma is 1 or less

Hydrophytic Plant - Any plant growing in water or on a substrate that is at least periodically deficient in oxygen as a result of excessive water content (i.e., plants typically found in wet habitats).

Implementation Program - An action, procedures, program, or technique that carries out general plan policy. Implementation programs also specify primary responsibility for carrying out the action and a time frame for its accomplishment.

Infill Development - Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure - Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Incidental Public Service Purposes - Projects, such as burying cables and pipes, inspection of piers, etc., which may temporarily impact the resources of a habitat area.

Lateral Access - A recorded dedication or easement granting to the public the right to pass and repass over dedicatory's real property generally parallel to, and up to 25 feet inland from, the mean high tide line

or to the base of a bluff, but in no case allowing the public the right to pass nearer than five feet to any living unit on the property. Lateral accessways should be used for public pass and repass and passive recreational use, unless specified otherwise.

L_{dn} - Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The L_{dn} is approximately numerically equal to the CNEL for most environmental settings.

L_{eq} - The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Levee - A bank constructed to control or confine flood waters.

Level of Service (LOS) - A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service.

Liquefaction - The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo) - The countywide commission that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

L₁₀ - A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Major Energy or Public Works Facility - Any public works project or energy facility that exceeds \$100,000 in estimated cost of construction.

Marsh - Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

Mesophytic Plant - Any plant growing where moisture and aeration conditions lie between extremes (i.e., plants typically found in habitats with average moisture conditions, not usually dry or wet).

Minimize, v. - To reduce or lessen, but not necessarily to eliminate.

Mitigate, v. - To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed-use - Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Multiple Family Building - A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Neighborhood Park - City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Noise - Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation - Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour - A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-Prime Agricultural Land - Coastal agricultural lands that are now in use for crops or grazing, or that are suitable for agriculture, but are not prime-agricultural lands.

Open Space Land - Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Optimum Populations - See "Healthy Populations."

Parcel - A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Peak Hour/Peak Period - For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

Person - Any individual, organization, partnership, or other business association or corporation, including any utility, and any federal, state, local government, or special district or an agency thereof.

Planning Area - The Planning Area is the land area addressed by the General Plan.

Policy - A specific statement in text or diagram guiding action and implying clear commitment.

Prime Agricultural Land -

1. All land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use capability classifications.
2. Land which qualifies for rating 80 through 100 in the Storie Index Rating.
3. Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by USDA.
4. Land planted with fruit or nut bearing trees, vines, bushes, or crops which have a non-bearing period of less than five years and which will normally return during the commercial bearing period of an annual basis from the production of unprocessed agricultural plant production not less than \$200 per acre.

Public and Quasi-Public Facilities - Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Public Works -



1. All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission except for energy facilities.
2. All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities.
3. All publicly financed recreational facilities and any development by a special district.
4. All community college facilities.

Quantified Objective (Housing only) - The number of housing units that the City expects to be constructed and the number of households the City expects will be assisted through Housing Element programs and based on general market conditions during the time frame of the Housing Element.

Rare or Endangered Species - A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reclamation - The reuse of resources, usually those present in solid wastes or sewage.

Reducing Conditions - The soil solution is virtually free of dissolved oxygen. A soil is considered saturated at the depth at which water stands in an unlined borehole or when all pores are filled with water.



Soils temporarily saturated as a result of controlled flooding or irrigation are excluded from hydric soils.

Residential, Multiple Family - Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family - A single dwelling unit on a building site.

Right-of-way - A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Vegetation - Vegetation commonly occurring adjacent to stream banks and gulches and includes such plants as willows, alders, cottonwood, wax myrtle, big leaf maple, California laurel, red elderberry, etc.



River or Stream - A natural watercourse as designated by a solid line or dash and three dots symbol shown on the United States Geological Survey map most recently published, or any well-defined channel with distinguishable bed and bank that shows evidence of having contained flowing water as indicated by scourer deposit of rock, sand gravel, soil, or debris.



Scenic Coastal Areas -



1. Open areas of particular value in preserving natural landforms and significant vegetation, or in providing attractive transitions between natural and urbanized areas.
2. Other scenic areas and historical districts designated by cities and counties.

Scenic Vista Point - An area designated, signed, and accessible to the public for purposes of viewing and sightseeing.



Sea - The Pacific Ocean and all harbors, bays, channels, estuaries, salt marshes, sloughs, and other areas subject to tidal action through any connection with the Pacific Ocean, excluding non-estuarine rivers, streams, tributaries, creeks, and flood control and drainage channels.

Second Unit - A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Seismic - Caused by or subject to earthquakes or earth vibrations.

On-site Sewage Treatment and Disposal Systems - A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. On-site (septic) systems are often used for individual-home waste disposal where an urban sewer system is not available.

Shall - That which is obligatory or necessary.

Should - Signifies a directive to be honored if at all feasible.

Single-family Dwelling, Attached - A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-family Dwelling, Detached - A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Site - A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Slope - Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil - The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste - Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials.

Special District - Any public agency other than a local government formed pursuant to general law or special act for the local performance of governmental or proprietary functions within limited boundaries. "Special District" includes, but is not limited to, a county service area, a maintenance district or area, an improvement district or improvement zone, or any other zone or area, formed for the purpose of designating an area within which a property tax rate will be levied to pay for a service or improvement benefitting that area.

Sphere of Influence - The probable ultimate physical boundaries and service area of a local agency (City or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standard - A specific, often quantified guideline, incorporated in a policy or implementation program, defining the relationship between two or more variables. Standards can often translate directly into regulatory controls.

Stream Transition Line - That line closest to a stream where riparian vegetation is permanently established.



Streets, Local - Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Structure - Includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.



Subdivision - The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

Subsidence - The gradual settling or sinking of an area with little or no horizontal motion.

Support Facilities - Those facilities that provide ease of public use and maintenance of coastal accessways.



Such facilities include signs, lighting, benches, trash receptacles, public telephones, restrooms, showers, bike security racks, public transit loading and unloading areas, parking areas, trail improvements, and fencing.

Tsunami - A large ocean wave generated by an earthquake in or near the ocean.

Undevelopable - Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City are designated as "undevelopable" by the City.

Use - The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the Zoning Ordinance and General Plan land use designations.

Vacant - Lands or buildings that are not actively used for any purpose.

Vertical Access - A recorded dedication or easement granting to the public the privilege and right to pass and repass over dedicatory's real property from a public road to the mean high tide line. Vertical accessways should be used for pass and repass and passive recreational use, unless specified otherwise.



View Corridor - The line of sight—identified as to height, width, and distance—of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed - The area within view from a defined observation point.

Visitor-Serving Facilities - Public or private developments that provide accommodations, food and services, including hotels, motels, campgrounds, restaurants, and commercial-recreation developments such as shopping, eating, and amusement areas for tourists.



Watercourse - Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watersheds - Regions or areas drained by a network of surface or subsurface watercourses and have the potential for impacts on coastal streams, wetlands, estuaries, and groundwater basins through runoff and percolation.

Wetland - Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

Zoning - The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

12 CALIFORNIA COASTAL COMMISSION AND COASTAL ACT

The California Coastal Commission was established by voter initiative in 1972 (Proposition 13) and made permanent by the Legislature in 1976. The mission of the Commission, as the lead agency responsible for statewide coastal resource management, is to plan, regulate, and develop the coastal zone in accordance with the policies of the California Coastal Act. Under the Act, all the policies of the Coastal Act, each of the 72 cities and counties in California's coastal zone is required to prepare a local coastal program (LCP) for the purpose of its jurisdiction within the coastal zone and to submit the LCP to the Commission for certification.

According to the Coastal Act, an LCP must include a local use plan (LUP), including any maps necessary to administer it, and the zoning ordinance, zoning district maps, and other legal instruments necessary to implement the local use plan. For purposes of land use regulation, the LUP is required to serve as the master portion of the local general plan. The policies specified in the Coastal Act are the standards by which the Commission judges LCPs for their adequacy.

Existing LUPs and LCPs may be amended by local governments, but the amendments do not become effective until approved by the Commission. Additionally, the Commission is required to review each certified LCP at least once every five years to ensure LCPs are implemented properly and are still in compliance with the Coastal Act.

Any new development in areas of the Commission's original jurisdiction - the tide and submerged lands as well as other public trust areas along the coast - can only be pursued a coastal development permit by the Commission.

13 CITY OF EUREKA LOCAL COASTAL PROGRAM

In May 1984, the City of Eureka adopted its Local Coastal Program (LCP) in accordance with the California Coastal Act. The LCP governs land use and development within the Coastal Zone, superseding the land use provisions of the 1977 General Plan and providing a way to deal with it. The stated purpose of the Eureka LCP is to foster the economic productivity and social well-being of the city and the region in conjunction with major natural resource management and protection. The 1984 LCP established numerous goals and policies related to land use that are implemented primarily through land use and zoning designations, which is the core of Eureka's LCP, were established.

APPENDIX B

COASTAL LAND USE POLICY

B.1 INTRODUCTION

This appendix summarizes the City of Eureka's efforts to address the coastal planning requirements established by the California Coastal Act and administered by the California Coastal Commission. First, it describes the general background and coastal planning regulations, then it summarizes the City of Eureka's historical coastal planning efforts, and then it explains how the General Plan addresses the Coastal Commission's planning requirements.

B.2 CALIFORNIA COASTAL COMMISSION AND COASTAL ACT

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and made permanent by the Legislature in 1976. The mission of the Commission, as the lead agency responsible for carrying out California's coastal management program, is to plan for and regulate development in the coastal zone consistent with the policies of the California Coastal Act. In order to carry out the policies of the Coastal Act, each of the 73 cities and counties in California's coastal zone is required to prepare a local coastal program (LCP) for the portion of its jurisdiction within the coastal zone and to submit the LCP to the Commission for certification.

According to the Coastal Act, an LCP must include a land use plan (LUP), including any maps necessary to administer it, and the zoning ordinances, zoning district maps, and other legal instruments necessary to implement the land use plan. For purposes of land use regulation, the LUP is intended to serve as the relevant portion of the local general plan. The policies specified in the Coastal Act are the standards by which the Commission judges LCPs for their adequacy.

Certified LUPs and LCPs may be amended by local governments, but the amendments do not become effective until approved by the Commission. Additionally, the Commission is required to review each certified LCP at least once every five years to ensure LCPs are implemented properly and are still in compliance with the Coastal Act.

Any new development in areas of the Commission's original jurisdiction – the tide and submerged lands as well as other public trust areas along the coast – can only be granted a coastal development permit by the Commission.

B.3 CITY OF EUREKA LOCAL COASTAL PROGRAM

In May 1984, the City of Eureka adopted its Local Coastal Program (LCP) in accordance with the California Coastal Act. The LCP governs land use and development within the Coastal Zone, superseding the land use provisions of the 1977 General Plan and preexisting zoning in these areas. The stated purpose of the Eureka LCP is to further the economic productivity and social well-being of the city and the region in conjunction with major natural resource enhancement and protection. The 1984 LCP contained numerous goals and policies related to land use that are implemented primarily through land use and zoning designations, which, in the case of Eureka's LCP, were identical.

B.4 GENERAL PLAN UPDATE COASTAL LAND USE POLICIES

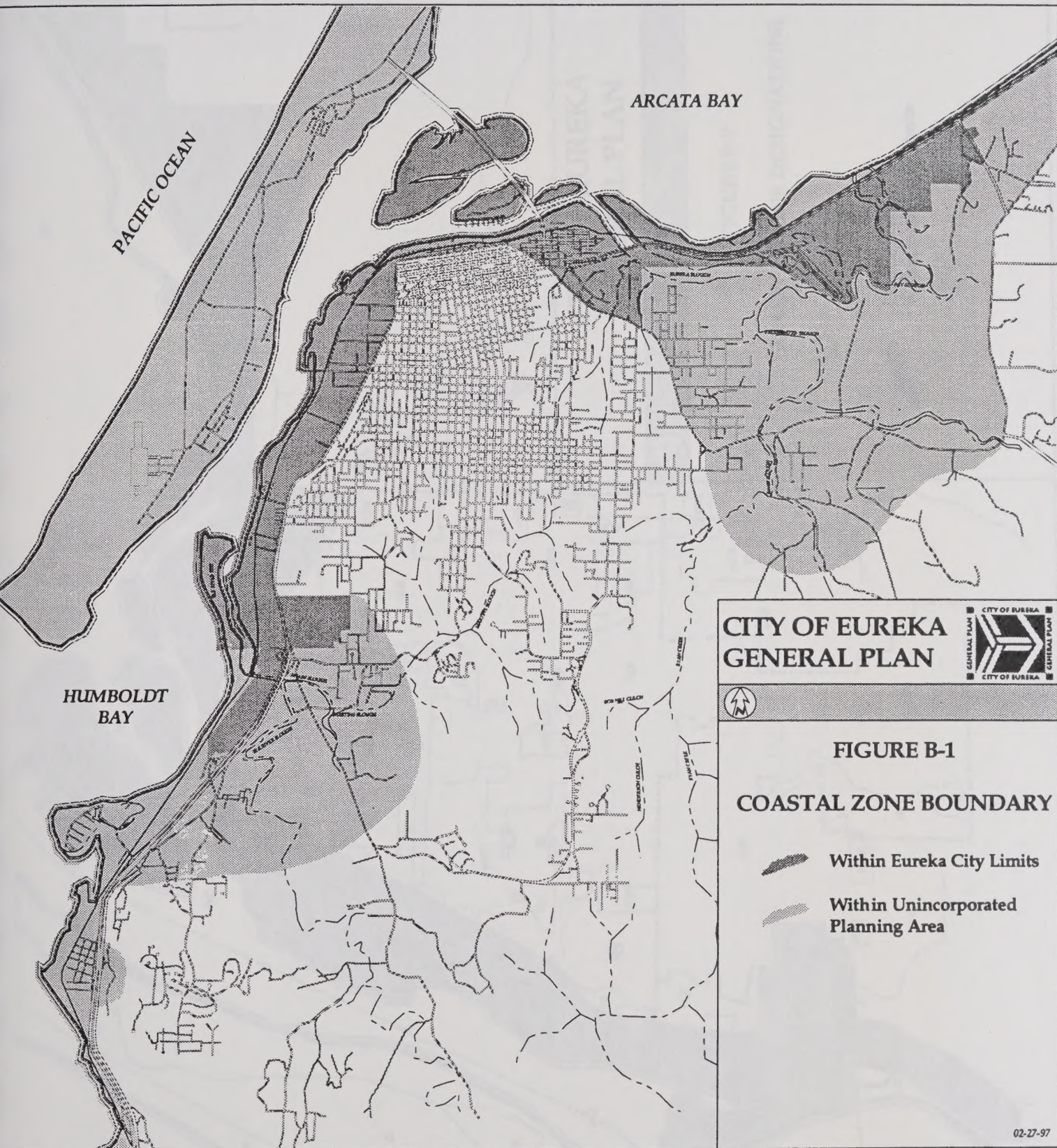
In updating its General Plan, the City of Eureka has determined that the most effective way to address the separate legal requirements of State General Plan law and the California Coastal Act is to combine the goals, policies, and programs addressing these requirements into a single, unified document. In doing so, the City reviewed the land use maps and land use policies of the 1984 LCP and determined which policies and programs should be incorporated into the updated citywide General Plan. The LCP contained a total of 17 land use designations and 119 policies and implementing actions/programs. The following two subsections summarize how the General Plan addresses the coastal planning requirements in terms of the Land Use Diagram and its policies and programs. First, the following subsection describes how the land use designations on the *General Plan Land Use Diagram* compare with and reflect the designations from the 1984 LCP. The next subsection lists the policies and programs from the 1984 LCP that have been incorporated into the *General Plan*, as well as policies and programs developed for the General Plan Update that address coastal issues.

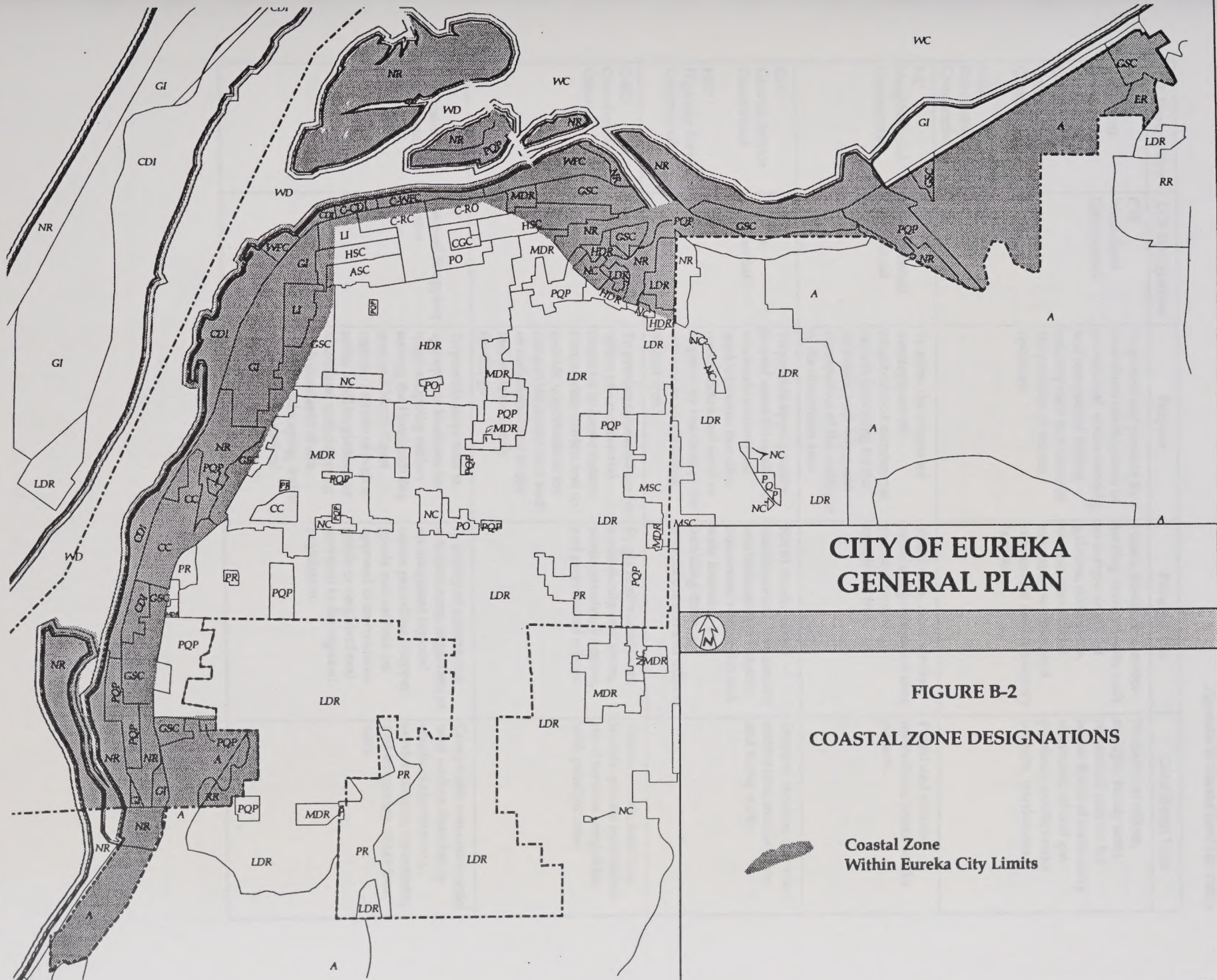
LAND USE DIAGRAM

In preparing the General Plan Update, the City established land use designations that essentially correspond with all of the LCP designations. Table B-1 lists each of the designations in the Policy Document and indicates the LCP designation with which it corresponds. The Coastal Act requires LCP Land Use Plan designations to include more specificity than that required by State General Plan law. For each of the designations appearing the General Plan Land Use Diagram within the incorporated area of the Coastal Zone (see Figure B-1), Table B-1 shows the corresponding LCP designation and the more detailed purpose description and use prescriptions contained in the LUP. Figure B-2 shows the *Draft Land Use Diagram* land use designations for the area of the city within the coastal zone.

TABLE B-1
GENERAL PLAN-1984 LCP LAND USE DESIGNATION CORRESPONDENCE

GP Designation	LCP Designation	Purpose	Principal Use	Conditional Uses
LDR Low Density Residential	RS Urban Residential	To allow the development of residential uses making conservative use of urban land where adequate services are available.	Detached single family residences and accessory structures and uses.	Private institutions, private recreation facilities, oil and gas pipelines
ER Estate Residential	RS-12,000 Low Density Residential	To allow development of residential uses where the level of public services requires lot sizes larger than in urban residential areas.	Detached single family residences and accessory structures and uses.	Private institutions, private recreation facilities, oil and gas pipelines.
MDR Medium Density Residential HDR High Density Residential	RM Medium Density Residential	To make effective use of limited urban land and to provide areas for concentrated residential uses and planned developments consistent with availability of public services and resource protection.	Single family residences, duplexes, bed and breakfast inns, and multiple family units	Guest houses, private institutions, mobilehome parks, hotels, motels, churches and other religious institutions, oil and gas pipelines.





CITY OF EUREKA GENERAL PLAN

FIGURE B-2

COASTAL ZONE DESIGNATIONS

Coastal Zone
Within Eureka City Limits

GP Designation	LCP Designation	Purpose	Principal Use	Conditional Uses
WFC Waterfront Commercial C-WFC Core Waterfront Commercial C-RC Core Retail Commercial	CW Waterfront Commercial	To protect and provide for near-shore development of recreational, visitor-serving, and commercial fishing industry uses that relate to the presence of coastal resources.	Hotels, motels, and visitor-serving developments, such as antique shops, art galleries, restaurants, taverns, commercial recreation facilities, and commercial fishing industry facilities.	Professional offices, multiple-family units, residential uses on the upper floors of multi-story structures, oil and gas pipelines, public works projects, warehouses.
NC Neighborhood Commercial	CN Neighborhood Commercial	To allow the integrated development of neighborhood commercial centers providing for the economic well-being and convenience of the residents of the immediate area.	Retail sales, retail services, office and professional uses, personal service establishments.	Public and private institutions, public works projects.
GSC General Service Commercial HSC Highway Service Commercial	CS Service Commercial	To provide appropriately located areas for retail and wholesale commercial establishments that offer commodities and services required by residents of the city and its surrounding market area.	Retail stores, service establishments, amusement establishments, wholesale businesses, restaurants and soda fountains (not including drive-in establishments) and offices.	Drive-in theaters, drive-in restaurants, mobilehome and trailer parks.
C-RO Core-Residential Office	OR Office/Multi- Family Residential	To provide opportunities for offices of a commercial character to locate outside commercial districts and to provide opportunities for compatible mixed uses such as commercial and single and multiple family dwellings.	Single family residences, multi-family residences, administrative, business, and professional offices.	Hotels, motels, boarding houses, private institutions, retail services compatible with principal uses.
CC Community Commercial	CP Planned Shopping Center	To provide large sites at appropriate locations for major shopping centers serving the Humboldt Bay area and North Coast region. The site of such a center shall be planned as an integral unit reflecting high standards of site design, landscaping, traffic planning, and natural resources restoration or enhancement.	A variety of commercial establishments organized as an integrated regional center providing shopper goods and services (as opposed to convenience goods or neighborhood services) to the regional population.	Compatible non-commercial uses such as churches or charitable institutions, service stations, restaurants, and temporary, short-term uses.

GP Designation	LCP Designation	Purpose	Principal Use	Conditional Uses
C-CDI Core-Coastal Dependent Industrial CDI Coastal Dependent Industrial	MC Coastal- Dependent Industrial	To protect and reserve parcels on, or adjacent to, the Bay for coastal-dependent and coastal-related uses.	Uses that require a site on, or adjacent to, the Bay in order to be able to function at all, including, but not limited to: docks, waterborne carrier import and export facilities, ship building and boat repair, commercial fishing facilities, food fish processing plants, marine services, marine oil terminals, OCS service bases and pipelines serving offshore facilities.	Oil and/or gas processing and treatment facilities' serving offshore production, onshore petroleum production facilities, electrical generating or other facilities which require ocean intake-outfalls and pipelines, fish waste processing plants, ice and cold storage facilities, fishing piers, boat launching and berthing facilities, access support facilities, warehouses.
GI General Industrial	MG General Industrial	To provide sites suitable for the development of general and heavy industrial uses.	General manufacturing, boiler works, concrete mixing and batching, chemical products manufacture, breweries and distilleries, meats products processing and packaging, structural steel products manufacturing.	Processing of oil and gas, electrical generating and distribution facilities, animal and fish reduction plants, oil and gas pipelines, offices.
LI Light Industrial	ML Limited Industrial	To provide sites for industries that can operate in close proximity to commercial uses with minimum adverse impact.	Light manufacturing processing plants, machine shops, storage yards, trucking terminals, automobile servicing and repair, warehousing, wholesaling, and existing offices.	Professional and business offices, retail sales, oil and gas pipelines.
A Agricultural	AG Coastal Agriculture/Farm ed or Grazed Wetlands	To protect agricultural lands and give special protection to lands which are also farmed or grazed wetlands, for long-term productive agricultural and wildlife habitat uses.	Farm-related structures (including barns, sheds, and farmer occupied housing). Structures necessary for the continuance of the existing operation of the farmed wetlands may be located on an existing farmed wetland parcel only if no alternative upland location is available for such purpose, and the structures are sited and designed to minimize the adverse environmental effects on the farmed wetland. (Expanding farming operations into non-farmed wetlands by diking or otherwise altering the functional capacity of the wetland is not permitted.)	Wetland restoration projects; nature study, aquaculture, and similar resource-dependent activities; incidental public service purposes which temporarily impact the resources of the area, such as burying cable and pipes; oil and gas pipelines. No division of existing agricultural parcels, except for agricultural leases, shall be permitted.

GP Designation	LCP Designation	Purpose	Principal Use	Conditional Uses
NR Natural Resources	NR Natural Resources	To protect, enhance, and restore environmentally sensitive habitat areas, and to allow limited resource-dependent uses consistent with the continuance of such habitat areas.	Management for fish and wildlife habitat.	Wetland restoration, educational/scientific study, pedestrian access, oil and gas pipelines, aquaculture, and leasing for scientific and educational use.
PQP Public/Quasi-Public	P Public Facilities	To protect sites appropriate for the development of public and private sector civic service facilities.	Essential services including sewage treatment facilities, fire and police stations, hospitals, and schools; public and private facilities, including offices, libraries, cemeteries, and clinics.	
PQP Public/Quasi-Public (Woodley Island)	PF/M Public Facilities/Marina	To encourage, protect, maintain, and provide public commercial marina fishing boat and related fishing industry facilities at the Woodley Island Marina consistent with all of the uses granted to the Humboldt Bay Harbor, Recreation, and Conservation Commission in permit NCR-76-C-369 and by City of Eureka Planning Commission permit resolutions 76-25 and 78-39.	Docks, piers (including recreational fishing piers), and wharves; boat launching facilities; commercial fishing facilities; commercial fishing boat berthing facilities; recreational boating facilities; recreational boat berthing facilities not to exceed 20% of the total number of permitted berths; two restaurants; offices and shops directly related to marine uses; ice vending stations; marine and boat sales, services, and repairs; on-site sales and processing of fish incidental to permitted restaurants; public access facilities; and parking areas to support other permitted uses.	A third restaurant, including incidental on-site sales and processing of fish, provided that such uses shall not displace current or projected demand for principal uses and necessary support facilities, including parking. Conditional uses shall be designed and located so as not to interfere with permitted uses.
WC Water Conservation	WC Conservation Water	To protect, enhance, and restore valuable fish, wildlife, and sensitive habitat areas, and to provide for limited resource dependent uses and public recreation, including on piers, in estuarine waters.	Management for fish and wildlife habitat.	Aquaculture or similar resource-dependent activities; restoring previously dredged depths in navigation channels, boat launching ramps; incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers; restoration purposes; nature study; limited public recreation and public access facilities, including piers; oil and gas pipelines.

GP Designation	LCP Designation	Purpose	Principal Use	Conditional Uses
WD Water Development	WD Water Development	To provide for port and harbor-related uses of estuarine water consistent with resource protection policies.	Maintenance dredging of previously dredged navigation channels.	New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities; restoring previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas and boat launching facilities; incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of intake and out-fall lines; restoration purposes; nature study, aquaculture, or similar resource-dependent activities; public access and public recreation facilities, including piers.
Source: City of Eureka Local Coastal Program, as revised July 17, 1984.				

POLICIES AND PROGRAMS

As noted above, in addition to translating the land use designations of the LCP Land Use Maps into corresponding designations on the *Land Use Diagram*, the City also reviewed the LCP's policies and programs and determined which should be incorporated into the updated General Plan. Following are the excerpted policies from the *Policy Document* that are either derived from the 1984 LCP or that have been developed for the General Plan Update, but which address coastal planning requirements. They are presented according to the overall organization of the *Policy Document*.

SECTION 1. LAND USE AND COMMUNITY DESIGN

Goal 1.A: Land Use and Development Framework

- 1.A.4. To promote the public safety, health, and welfare, and to protect private and public property, to assure the long-term productivity and economic vitality of coastal resources, and to conserve and restore the natural environment, the City shall protect the ecological balance of the coastal zone and prevent its deterioration and destruction. (LCP Policy 1.1)
- 1.A.5. Within the coastal zone, the City shall ensure that coastal-dependent developments have priority over other developments on or near the shoreline. Except as provided elsewhere in this General Plan, coastal-dependent development shall not be sited in a wetland. Coastal-related developments shall generally be accommodated proximate to the coastal-dependent uses they support. (LCP Policy 6.1)
- 1.A.6. The City shall continue to work with the Humboldt Bay Harbor, Recreation, and Conservation District to implement the projects described in the City's Eureka Waterfront Revitalization Program and listed below:

- a. Establishment of a comprehensive wetland management program that includes all of Eureka's restored and natural wetland areas.
- b. Implementation of the PALCO Marsh Enhancement Plan.
- c. Construction of a public access vista point at the foot of Truesdale Street.
- d. Reconstruction of the Landing dock near the foot of C Street.
- e. Design and construction of a public berthing facility in Inner Reach near the Adorni Center.
- f. Development of a multi-use building between C and F Streets to house a Fisherman's-Farmer's Market and retail stores.
- g. Development of Fisherman's Parcel for fishing fleet activities.
- h. Rehabilitation of the existing small boat basin, dredging and expansion of the Humboldt Yacht Club, and development of a fishing industry support facility.
- i. Completion of a waterfront bicycle/pedestrian trail from K Street to Del Norte Street.
- j. Development of a Wetland Mitigation Bank as a comprehensive tool for mitigating the loss of wetlands to development.
- k. Development of a facility for the Humboldt Bay Rowers Association near the Adorni Center.

Goal 1.B: Core Area: Mixed-Use

None

Goal 1.C: Core Area: Arts and Culture

None

Goal 1.D: Core Area: Waterfront

- 1.D.1. The City shall retain the historic waterfront building scale, building form, and general character in waterfront revitalization and development as a means of creating a "Victorian Seaport" identity for the waterfront area. New buildings developed along the waterfront north of First Street/Waterfront Drive should not exceed three stories or 50 feet in height.
- 1.D.2. Except for safety reasons in industrial operations, the City shall ensure public access along the full length of the shoreline within the Core Area through development of multiple access points such as walkways, paths, docks, and piers.
- 1.D.3. The City shall promote the continued operation of existing fisheries and fisheries-related industry throughout the Core Area waterfront.
- 1.D.4. The City shall encourage expansion of the fisheries industry west of C Street in the Core Area.
- 1.D.5. The City shall expand and enhance opportunities for recreational and visitor-serving uses and activities along the waterfront, including visitor accommodations, boating facilities, water transportation, fishing, and other similar attractions.
- 1.D.6. The City shall encourage expansion of the F Street pier into a major facility that focuses and anchors waterfront public access and open space.

Goal 1.E: Core Area: Tourism

- 1.E.3. Where recreation or visitor-serving uses are integrated with coastal-dependent uses, the City shall ensure that the recreation or visitor-serving uses are secondary to and compatible with the coastal-dependent uses. To the extent feasible and permitted pursuant to other applicable law, fish processing facilities should incorporate educational and tourist activities and facilities such as tours,

fish markets or shops, restaurants and other attractions that support the fishing industry. (LCP Policy 6.2)

Goal 1.F: Core Area Residential Community

None

Goal 1.G: Core Area: Tourism

- 1.G.3. The City shall expand the public pier at the foot of F Street to enhance leisure and recreation opportunities within the Core Area.

Goal 1.H: Core Area: View Corridors

None

Goal 1.I: Core Area: Architectural/Landscape Character

- 1.I.1. The City shall ensure that structures of historic or architectural interest are preserved and, wherever feasible, rehabilitated to protect the variety and quality of older buildings in the Core Area. In cases where such structures might be used to better advantage in new surroundings, the City shall encourage relocation. (LCP Policy 4.7)

Goal 1.J: Core Area: Maintenance and Safety

None

Goal 1.K: Residential Neighborhood Development

None

Goal 1.L: Commercial Development

- 1.L.11. The City shall protect and, where feasible, upgrade facilities serving the commercial fishing and recreational boating industries. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. New recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry. (LCP Policy 6.3)

Goal 1.M: Industrial Development

- 1.M.2. The City shall promote development and upgrading of the Westside Industrial Area to accommodate industrial growth and the relocation of industry from unsuitable sites and areas.
- 1.M.3. The City shall support the retention of existing and establishment of new fishing facilities and related uses in the area north of the railroad tracks between Commercial Street and C Street in the Core Area. The City shall encourage new development in the area that reinforces the essentially industrial character of the area and reduces potential land use conflicts and speculative inflation of land values.
- 1.M.4. The City shall promote the development of a modern multiple-purpose dock at Dock B that would combine a cruise ship terminal with a break-bulk/container cargo terminal and fishing facilities.

- 1.M.5. If efforts to develop a multi-purpose terminal at Dock B are unsuccessful, the City will support the development of a non-coastal industrial park in the Dock B area, including the "balloon track" and the Wright-Schuchart site. In developing such an industrial park, the City would retain the Dock A area for possible long-term cargo terminal development.
- 1.M.6. The City shall consider developing an industrial park in the Hinge Area roughly defined by Broadway and C Streets. The focus of an industrial park in this area would be on making individual parcels and rehabilitated buildings available for small-scale industrial users.
- 1.M.7. The City shall encourage coastal-dependent industrial facilities to locate or expand within existing sites. Non-coastal-dependent uses located along the waterfront shall, if feasible, be relocated to other more appropriate areas within the city. (LCP Policy 6.4)

Goal 1.N: Community Facilities

None

Land Use and Community Design Implementation Programs

- 1.10. The City shall prepare and adopt a plan for the expansion and renovation of the F Street pier and surrounding area into a major facility that focuses and anchors waterfront public access and open space.

Responsibility: City Council
Community Development Department
Time Frame: FY 97-98

- 1.11. The City shall participate in the development of Fisherman's Parcel for fishing fleet activities.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager
Time Frame: As funding becomes available

SECTION 3: TRANSPORTATION AND CIRCULATION

Goal 3.A: Streets and Highways

- 3.A.7. The City should improve the appearance of existing transportation rights-of-way and incorporate high standards of aesthetic design when considering new transportation corridors, including streets, bikeways, walkways, and other related rights-of-way. (LCP Policy 10.7)
- 3.A.8. The City shall develop Waterfront Drive along Humboldt Bay from the Elk River Interchange to the vicinity of Eureka Slough, consistent with all other applicable General Plan and LCP policies. (LCP Policy 10.8).

Goal 3.B: Public Transit

None

Goal 3.C: Bicycle Transportation

None

Goal 3.D: Pedestrian Transportation

None

Goal 3.E: Goods Movement

None

Goal 3.F: Rail Transportation

None

Goal 3.G: Water Transportation

- 3.G.1. The City shall protect and, where feasible, upgrade facilities serving the commercial fishing and recreational boating industries. Existing commercial fishing and recreational boating space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, to the maximum extent feasible, be designed and located so as not to interfere with the needs of the commercial fishing industry. (LCP Policy 6.3)
- 3.G.2. The City shall limit new or expanded berthing facilities to sites at the Woodley Island Marina, the Eureka Small Boat Basin, or the Eureka Channel Inner Reach. Facilities supporting party- or charter-fishing boat operations shall be provided at these sites to meet demand for them. (LCP Policy 6.5)

Goal 3.H: Core Area Circulation and Parking

None

Transportation and Circulation Implementation Programs

None

SECTION 4: PUBLIC FACILITIES AND SERVICES

Goal 4.A: General Public Facilities and Services

- 4.A.4. The City declares that existing public works facilities, including water, wastewater, stormwater, highway, and railroad facilities serving the Planning Area are essential to the economic and social well-being of the people and shall be maintained, enhanced, and restored to assure the orderly and balanced utilization and conservation of natural and human-created resources. (LCP Policy 10.1)

- 4.A.5. The City shall permit the formation or expansion of special districts where assessment for, and provision of, the services will not induce development inconsistent with this General Plan. (LCP Policy 10.2)
- 4.A.6. The City shall ensure that new or expanded public works facilities within the Coastal Zone will be designed and limited to accommodate needs generated by permitted uses and development consistent with the provisions of this General Plan. (LCP Policy 10.3)
- 4.A.7. Within the Coastal Zone, the City shall prohibit the extension of urban services (sewer and water) beyond the urban limit line as designated in the Local Coastal Program or into areas with Open Space designations (i.e., Agricultural, Timberland, Natural Resources, Water--Development, and Water--Conservation), except that the water system intertie line in the southwestern part of the city shall be permitted to extend outside of the urban limit line into these areas, provided no connections for private users shall be allowed outside the urban limit line. No assessments, ready to serve fees, or other costs or encumbrances, including bond indebtedness, for urban services shall be assessed against lands beyond the urban limit line, except for those lands already provided with urban services, services to existing residential uses on the Lieber parcel, or those lands for which assessments or other costs or encumbrances have been levied prior to July 1, 1984.

Goal 4.B: Water Supply and Delivery

- 4.B.1 To the extent feasible, the City shall preserve water system capacity needed for priority uses. These uses and their order of priority are as follows:
 - a. Coastal-dependent uses;
 - b. Essential public services;
 - c. Basic industries vital to the economic health of the region, state or nation;
 - d. Public recreation;
 - e. Commercial recreation; and
 - f. Visitor-serving uses. (LCP Policy 10.4)

Goal 4.C: Wastewater Collection Treatment and Disposal

None

Goal 4.D: Stormwater Drainage

None

Goal 4.E: Solid Waste Collection and Disposal

None

Goal 4.F: Law Enforcement

None

Goal 4.G: Fire Protection

None

Goal 4.H: Schools

None

Public Facilities and Services Implementation Programs

None

SECTION 5: RECREATIONAL AND CULTURAL RESOURCES

Goal 5.A: General Parks and Recreation

None

Goal 5.B: Coastal Recreation and Access

- 5.B.1. The City shall provide public open space and shoreline access throughout the Coastal Zone, particularly along the waterfront and First Street, through all of the following:
- Develop Waterfront Drive from the Elk River Interchange to a terminus near Eureka Slough, with provisions for bicycle lanes, pedestrian walkways, and supporting facilities.
 - Establish a walkway system located on or near the shoreline throughout the city's waterfront Core Area.
 - Establish scenic vista points at numerous locations along the waterfront, including construction of a public access vista point at the foot of Truesdale Street.
 - Consider and protect the scenic and visual qualities of coastal areas that are visible from scenic public vista points and waterfront walkways.
 - The City, in cooperation with the Coastal Commission and Coastal Conservancy, shall provide for attractive directional signs that are meaningful on the North Coast so as to assist area residents and visitors alike in identifying visitor-serving, recreational, and historical facilities in the City. (LCP Policy 4.2)
- 5.B.2. On shoreline parcels where recreation or visitor-serving uses are integrated with coastal-dependent uses, the City shall ensure that the recreation or visitor-serving uses are secondary to and compatible with the coastal-dependent uses. (LCP Policy 4.4)
- 5.B.3. The City shall promote the maintenance of and, where feasible, shall provide, restore, or enhance facilities serving commercial and recreational boating, including party or charter fishing boats. (LCP Policy 4.5)
- 5.B.4. The City of Eureka shall protect and enhance the public's rights of access to and along the shoreline, consistent with protecting environmentally sensitive habitats, by:
- Accepting offers of dedication that will increase opportunities for public access and recreation and the availability of necessary staff and funding to improve and maintain access ways and assume liability for them;
 - Actively seeking other public, community non-profit, or public agencies to accept offers of dedications and having them assume liability and maintenance responsibilities; and,
 - Allowing only such development as will not interfere with the public's right of access to the sea, where such right was acquired through use or legislative authorization. (LCP Policy 3.1)
- 5.B.5. For new development between the first public road and the sea, the City shall require the dedication of a vertical access easement to the mean high tide line unless:

- a. Another more suitable public access corridor is available within 500 feet of the site; or
 - b. Access at the site would be inconsistent with other General Plan coastal policies, including existing, expanded, or new coastal-dependent industry, agricultural operations, or the protection of environmentally sensitive habitat areas; or,
 - c. Access at the site is inconsistent with public safety, environmental protection, or military security needs. (LCP Policy 3.2)
- 5.B.6. For new development between the first public road and the sea, the City shall require a lateral access easement along the shoreline unless:
- a. Lateral access at the site would be inconsistent with other General Plan coastal policies, including existing, expanded, or new coastal dependent industry, agricultural operations, or the protection of environmentally sensitive habitat areas; or,
 - b. Access is inconsistent with public safety or military security needs. (LCP Policy 3.3)
- 5.B.7. The City shall establish a coordinated continuous public access system throughout its Coastal Zone, consisting of pedestrian walkways, nature walks, and bikeways with necessary support facilities, as described in Table 5-2 and shown in Figure 5-1. (LCP Policy 3.4)
- 5.B.8. The City shall enforce the access standards and recommendations contained in the State Coastal Conservancy/Coastal Commission Report on Coastal Access (revised August 1980) as the criteria for improvement, maintenance, and management of accessways and supporting facilities proposed in this General Plan. Special attention in design and construction of accessways shall be given to minimizing maintenance requirements given the North Coast climate and to minimizing the possibilities of vandalism. Where public accessways or vista points are located near environmentally sensitive habitat areas, attractive barriers shall be provided to preclude disturbance of natural areas by off-road or all-terrain vehicles. (LCP Policy 3.5)
- 5.B.9. The City shall ensure that public access support facilities are distributed throughout the Eureka Coastal Zone. Off-street parking shall be provided in the waterfront area; however, it shall not be located immediately adjacent to the shoreline, unless there is no feasible alternative. (LCP Policy 3.6)
- 5.B.10. To the maximum extent feasible, the City shall ensure universal public access to the waterfront, including support facilities. (LCP Policy 3.7)
- 5.B.11. The City shall participate in the development of a facility for the Humboldt Bay Rowers Association on the waterfront. (1993 Waterfront Revitalization Program)

Goal 5.C: Recreation Services

None

Goal 5.D: Arts and Culture

None

Goal 5.E: Historic Preservation

None

Goal 5.F: Archaeological Resources

None

Recreational and Cultural Resources Implementation Programs

5.4 The City shall participate in the development of a facility for the Humboldt Bay Rowers Association on the waterfront.

Responsibility: City Council
Engineering Department
Community Development Department
Redevelopment Agency
City Manager

Time Frame: As funding becomes available

SECTION 6: NATURAL RESOURCES

Goal 6.A: Aquatic Resources and Marine, Wetland, and Riparian Habitat

- 6.A.1. The City shall maintain, enhance, and, where feasible, restore valuable aquatic resources, with special protection given to areas and species of special biological or economic significance. The City shall require that uses of the marine environment are carried out in the manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. (LCP Policy 5.1)
- 6.A.2. The City shall establish a comprehensive wetland management program that includes all of Eureka's restored and natural wetland areas.
- 6.A.3. The City shall maintain and, where feasible, restore biological productivity and the quality of coastal waters, streams, wetlands, and estuaries appropriate to maintain optimum populations of aquatic organisms and for the protection of human health through, among other means, minimizing adverse effects of wastewater and stormwater discharges and entrainment, controlling the quantity and quality of runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams. (LCP Policy 5.2)
- 6.A.4. The City shall require that channelizations or other substantial alterations that could significantly disrupt the habitat values of rivers and streams incorporate the best mitigation measures feasible. Such channelizations and alterations shall be limited to the following:
 - a. Flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development;
 - b. Developments where the primary function is the improvement of fish and wildlife habitat. (LCP Policy 5.3)
- 6.A.5. The City shall permit revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes only when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion. (LCP Policy 5.4)

6.A.6. The City declares the following to be environmentally sensitive habitat areas within the Coastal Zone.

- a. Rivers, creeks, sloughs, gulches and associated riparian habitats, including, but not limited to Eureka Slough, Fay Slough, Cut-Off Slough, Freshwater Slough, Cooper Slough, Second Slough, Third Slough, Martin Slough, Ryan Slough, Swain Slough, and Elk River.
- b. Wetlands and estuaries, including that portion of Humboldt Bay within the City's jurisdiction, riparian areas, and vegetated dunes.
- c. Indian Island, Daby Island, and the Woodley Island wildlife area.
- d. Other unique habitat areas, such as waterbird rookeries, and habitat for all rare or endangered species on state or federal lists.
- e. Grazed or farmed wetlands (i.e., diked former tidelands).

These areas are generally portrayed in Figure 6-1, where they are designated as wetlands or other sensitive areas, farmed wetlands, or water conservation/development. The areas are more specifically shown on the 1:500 scale maps that are incorporated by reference into this General Plan and are a formal part of it. However, all environmentally sensitive habitat areas may not be shown on these maps and shall, if they exist, be identified as part of any project application. (LCP Policy 5.5)

6.A.7. Within the Coastal Zone the City shall ensure that environmentally sensitive habitat areas are protected against any significant disruption of habitat values, and that only uses dependent on such resources shall be allowed within such areas. The City shall require that development in areas adjacent to environmentally sensitive habitat areas be sited and designed to prevent impacts which would significantly degrade such areas, and be compatible with the continuance of such habitat areas. (LCP Policy 5.6)

6.A.8. Within the Coastal Zone prior to the approval of a development, the City shall require that all development on lots or parcels designated NR (Natural Resources) on the Land Use Diagram or within 250 feet of such designation, or development potentially affecting an environmentally sensitive habitat area, shall be found to be in conformity with the applicable habitat protection policies of the General Plan. All development plans, drainage plans, and grading plans submitted as part of an application shall show the precise location of the habitat(s) potentially affected by the proposed project and the manner in which they will be protected, enhanced, or restored. (LCP Policy 5.7)

6.A.9. The City shall permit the diking, filling, or dredging of open coastal waters, wetlands, or estuaries only under the following conditions:

- a. The diking, filling or dredging is for a permitted use in that resource area;
- b. There is no feasible, less environmentally damaging alternative;
- c. Feasible mitigation measures have been provided to minimize adverse environmental effects;
- d. The functional capacity of the resource area is maintained or enhanced. (LCP Policy 5.8)

6.A.10. The City shall support dredging and spoils disposal to avoid significant disruption to aquatic and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems. (LCP Policy 5.9)

6.A.11. The City shall require that diking, filling or dredging of a wetland or estuary maintain or enhance the functional capacity of these resources. Functional capacity means the ability of the wetland or estuary to be self-sustaining and to maintain natural species diversity. In order to establish that the functional capacity is being maintained, all of the following must be demonstrated.

- a. Presently-occurring plant and animal populations in the ecosystem will not be altered in a manner that would impair the long-term stability of the ecosystem, i.e., natural species diversity, abundance and composition are essentially unchanged as the result of the project;
 - b. A species that is rare, threatened, or endangered will not be significantly adversely affected; and
 - c. Consumptive (e.g., fishing, aquaculture and hunting) or nonconsumptive (e.g., water quality and research opportunity) values of the wetland or estuary ecosystem will not be significantly reduced. (LCP Policy 5.10)
- 6.A.12. The City shall require that dredging, when consistent with the provisions of this General Plan or other adopted City regulations and where necessary for the maintenance of the tidal flow and continued viability of the wetland habitat or for flood control purposes, shall be subject to the following conditions:
- a. Dredging shall be prohibited in breeding and nursery areas and during periods of fish migration and spawning.
 - b. Dredging shall be limited to the smallest area feasible.
 - c. Designs for dredging and excavation projects shall include protective measures such as silt curtains, weirs, etc., to protect water quality in adjacent areas during construction by preventing the discharge of refuse, petroleum spills, and unnecessary dispersal of silt materials. (LCP Policy 5.11)
- 6.A.13. The City shall require that diking or filling of a wetland that is otherwise in accordance with the policies of this General Plan, shall, at a minimum, require the following mitigation measures:
- a. A detailed restoration plan shall be required as part of the project application for each specific restoration site. The restoration plan shall include provisions for purchase, if required, and restoration of an equivalent area of equal or greater biological productivity, and dedication of the land to a public agency or other method which permanently restricts the use of the site to habitat and open space purposes. The restoration site shall be purchased or otherwise made available prior to any permitted diking or filling;
 - b. Areas adequate to maintain functional capacity shall be opened to tidal action or other sources of surface water shall be provided. This provision shall apply to diked or filled areas which themselves are not environmentally sensitive habitat areas, but would become so if, as part of a restoration program, they are opened to tidal action or provided with other sources of surface water. All of the provisions for restoration, purchase (if necessary), and dedication described under item a of this policy shall apply to any program or activity performed pursuant to this policy.
 - c. Mitigation shall, to the maximum extent feasible, be of the same type as the wetland to be filled (i.e., freshwater marsh for freshwater marsh, saltwater marsh for saltwater marsh, etc.).
 - d. Where no suitable private or public restoration or enhancement sites are available, an in-lieu fee may be required to be paid to an appropriate public agency for use in the restoration or enhancement of an area of equivalent productive value or surface area. (LCP Policy 5.11)
- 6.A.14. Consistent with all other applicable policies of this General Plan, the City shall limit development or uses within wetlands that are neither farmed nor grazed, or within estuaries, to the following:
- a. Port facilities.
 - b. Energy facilities.
 - c. Coastal-dependent industrial facilities, including commercial fishing facilities.
 - d. Maintenance of existing or restoration of previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - e. Incidental public service purposes which temporarily impact the resources of the area, such as burying cables or pipes, inspection of piers, and maintenance of existing intake and outfall lines.

- f. Restoration projects.
- g. Nature study, aquaculture, or similar resource-dependent activities.
- h. New or expanded boating facilities in estuaries, consistent with the demand for such facilities
- i. Placement of structural piling for public recreational piers that provide public access and recreational opportunities. (LCP Policy 5.12)

6.A.15. The City shall limit uses and development in grazed or farmed wetlands to the following:

- a. Agricultural operations limited to accessory structures, apiaries, field and truck crops, livestock raising, greenhouses (provided they are not located on slab foundations and crops are grown in the existing soil on site), and orchards;
- b. Farm-related structures, including barns, sheds, and farmer-occupied housing, necessary for the performance of agricultural operations. Such structures may be located on an existing grazed or farmed wetland parcel only if no alternative upland location is available for such purpose and the structures are sited and designed to minimize adverse environmental effects on the farmed wetland. No more than one permanent residential structure per parcel shall be allowed.
- c. Restoration projects, including the PALCO on-site restoration and enhancement program.
- d. Nature study, aquaculture, and similar resource-dependent activities; and,
- e. Incidental public service purposes which may temporarily impact the resources of the area, such as burying cables or pipes. (LCP Policy 5.13)

6.A.16. Consistent with all other applicable policies of this General Plan, the City shall limit uses within open coastal waters to the following:

- a. Port facilities.
- b. Energy facilities.
- c. Coastal-dependent industrial facilities, such as commercial fishing facilities.
- d. Maintenance of existing or restoration of previously dredged depths in navigation channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- e. Incidental public service purposes which temporarily impact the resources of the area, such as burying cables and pipes, inspection of piers, and maintenance of existing intake and outfall lines.
- f. Restoration projects.
- g. Nature study, aquaculture, or similar resource-dependent activities.
- h. New or expanded boating facilities.
- i. Placement of structural pilings for public recreational piers that provide public access and recreational opportunities. (LCP Policy 5.14)

6.A.17. The City shall require that any uses that involve substantial alterations of streams and rivers incorporate the best mitigation measures feasible and shall be limited to the following:

- a. Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect development.
- b. Developments where the primary function is the improvement of fish and wildlife habitat. (LCP Policy 5.15)

6.A.18. The City may permit new fill for repair and maintenance purposes on lands adjacent to the previously filled northern waterfront provided that it is consistent with other General Plan policies and where all of the following apply:

- a. Fill will be placed in previously filled areas which have been subject to erosion;
- b. Fill will not be placed beyond the existing bulkhead line;
- c. Fill is necessary to protect existing development, coastal-dependent uses, or redeveloped areas from erosion;
- d. Fill will not interfere with commercial fishing activities and facilities; and
- e. Placement of the fill is consistent with the coastal public access policies of the General Plan. (LCP Policy 5.16)

6.A.19. The City shall require establishment of a buffer for permitted development adjacent to all environmentally sensitive areas. The minimum width of a buffer shall be 100 feet, unless the applicant for the development demonstrates on the basis of site specific information, the type and size of the proposed development, and/or proposed mitigation (such as planting of vegetation) that will achieve the purposes(s) of the buffer, that a smaller buffer will protect the resources of the habitat area. As necessary to protect the environmentally sensitive area, the City may require a buffer greater than 100 feet. The buffer shall be measured horizontally from the edge of the environmental sensitive area nearest the proposed development to the edge of the development nearest to the environmentally sensitive area. Maps and supplemental information submitted as part of the application shall be used to specifically define these boundaries. (LCP Policy 5.17)

6.A.20. To protect urban wetlands against physical intrusion, the City shall require that wetland buffer areas incorporate attractively designed and strategically located barriers and informational signs. (LCP Policy 5.18)

6.A.21. The City shall require that all land use activities adjacent to gulch greenways be carried out in a manner that avoids vegetative removal below the break in slope (usually those areas with a slope of 30 percent or greater) and that does not alter natural land forms and drainage patterns. (LCP Policy 5.19)

6.A.22. The City shall maintain Indian Island as a site for habitat, scientific research and education. Existing uses may be maintained but shall not be expanded, except that reburial of Native American remains shall be permitted as part of the mitigation for coastal-dependent industrial development elsewhere in the Planning Area. (LCP Policy 5.20)

6.A.23. The City, in consultation with the Department of Fish and Game, Coastal Conservancy, Coastal Commission, Humboldt County, Humboldt Bay Harbor, Recreation, and Conservation District, affected landowners, and other interested parties shall prepare a detailed, implementable wetlands management, restoration and enhancement program consistent with the provisions of this General Plan. The objectives of the program shall be to enhance the biological productivity of wetlands; to minimize or eliminate conflicts between wetlands and adjacent urban uses; to provide stable boundaries and buffers between urban and habitat areas; to provide restoration areas, including the City-owned lands on the Elk River Spit that may benefit from restoration and enhancement, to serve as mitigation in conjunction with future projects that may include wetland areas. Upon completion, the wetlands management and restoration program created by this policy shall be submitted to the Coastal Commission for review and approval. (LCP Policy 5.21)

6.A.24. Within the Coastal Zone where there is a question regarding the boundary, buffer requirements, location, or current status of an environmentally sensitive area identified pursuant to the policies of this General Plan or which is designated on Figure 6-1, the City shall require the applicant to provide the City with the following:

- a. Base map delineating topographic lines, adjacent roads, location of dikes, levees, of flood control channels and tide gates, as applicable;
- b. Vegetation map, including identification of species that may indicate the existence or non-existence of the sensitive environmental habitat area;
- c. Soils map delineating hydric and non-hydric soils; and
- d. Census of animal species that may indicate the existence or non-existence of the sensitive environmental habitat area.

The City shall transmit the information provided by the applicant pursuant to this policy to the Department of Fish and Game for review and comment. Any comments and recommendations provided by the Department shall be immediately sent to the applicant for his or her response. The City shall make its decision concerning the boundary, location, or current status of the environmentally sensitive habitat area in question based on the substantial evidence in the record and shall adopt findings to support its actions. (LCP Policy 5.22)

Goal 6.B: Agricultural Preservation

- 6.B.2. The City shall require the retention in agricultural use of agricultural lands within the Coastal Zone with soils other than Classes I or II in agriculture use, except under the following conditions:
 - a. Continued or renewed agricultural use is demonstrated to be infeasible,
 - b. Conversion to urban uses would locate development within, contiguous with, or in close proximity to, existing developed areas, or
 - c. Farmed wetlands are proposed and funded through a wetland management and restoration program for restoration of resource-dependant activities.
- 6.B.3. The City shall limit uses in grazed or farmed wetlands to the following:
 - a. Agricultural operations (except for green houses on slab foundations).
 - b. Farm-related structures (including barns, sheds, and farmer-occupied housing) necessary for the continuance of the agricultural operation. Such structures may be located on an existing grazed or farmed wetland parcel only if no alternative upland location is available for such purpose and the structures are sited and designed to minimize the adverse environmental effects on the farmed wetland. No more than one primary residential structure parcel shall be allowed.
 - c. Restoration and enhancement projects.
 - d. Nature study, aquaculture, and similar resource-dependent activities.
 - e. Incidental public service purposes which may temporarily impact the resources of the area, such as burying cable and pipes.
- 6.B.4. The City shall ensure that expansion of public services and public facilities, which is otherwise consistent with the provisions of this General Plan, does not reduce agricultural viability through increased assessment costs.
- 6.B.5. Consistent with the Coastal Act (California Resources Code Section 30250(a)), the City shall prohibit land division of existing agriculturally-designed land within the Coastal Zone, other than for leases for agricultural.

Goal 6.C: Conservation of Open Space

None

Goal 6.D: Timber Resources

None

Goal 6.E: Air Quality--General

None

Goal 6.F: Air Quality--Transportation and Circulation

None

Natural Resources Implementation Programs

6.1. The City of Eureka, in consultation with the Department of Fish and Game, Coastal Conservancy, Coastal Commission, Wildlife Conservation Board, Humboldt County, Humboldt Bay Harbor, Recreation, and Conservation District, the Army Corps of Engineers, potentially affected landowners, and other interested parties shall prepare a detailed, comprehensive, and implementable program for wetlands management and restoration in and adjacent to the city. In the preparation and implementation of the wetlands program, Eureka shall seek the expert and financial assistance of the State Coastal Conservancy, the Wildlife Conservation Board, and Department of Fish and Game. (LCP Program 5.1) The program shall include all of Eureka's restored and natural wetland areas and shall include development of a Wetland Mitigation Bank as a comprehensive tool for mitigating the loss of wetlands to development.

Responsibility: Utilities Department
Community Development Department
Time Frame: FY 97-98

6.7. Whenever an applicant before the City asserts that continued or renewed use of nonprime agricultural lands (grazed or farmed wetlands) is infeasible and expresses an interest in selling the parcel, the City shall immediately notify the State Coastal Conservancy or other public or private land conservation organizations of the pendency of such application and ask it to perform in a timely manner such analysis as it deems necessary to decide whether to exercise the first right of refusal to purchase the parcel as part of its agricultural lands restoration program. (LCP Program 8.2)

Responsibility: Community Development Department
Time Frame: As necessary.

SECTION 7: HEALTH AND SAFETY

Goal 7.A: Seismic Hazards

None

Goal 7.B: Geological Hazards

7.B.2. The City shall ensure that development on or near the shoreline of Elk River, Humboldt Bay, and Eureka Slough neither contributes significantly to, nor is subject to, high risk of damage from shoreline erosion over the life span of the development. (LCP Policy 7.3)

7.B.3. Within the Coastal Zone, the City shall prohibit alteration of cliffs, bluff tops, and gulch faces or bases by excavation or other means except to protect existing structures. Permitted development

shall not require the construction of protective devices that would substantially alter natural landforms. (LCP Policy 7.4)

- 7.B.4. For all high density residential and other high occupancy development located in areas of significant liquefaction potential, the City shall, at the time project application, require a geology and soils report prepared by a registered geologist, professional civil engineer with expertise in soil mechanics or foundation engineering, or by a certified engineering geologist, and shall consider, describe, and analyze the following:
- a. Geologic conditions, including soil, sediment, and rock types and characteristics in addition to structural features, such as bedding, joint and faults;
 - b. Evidence of past or potential liquefaction conditions, and the implications of such conditions for the proposed development;
 - c. Potential effects of seismic forces resulting from a maximum credible earthquake;
 - d. Any other factors that might affect the development.

The report shall also detail mitigation measures for any potential impacts and outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant geologic instability throughout the life-span of the project. (LCP Policy 7.5)

- 7.B.5. For all development proposed within areas subject to significant shoreline erosion, and which is otherwise consistent with the policies of this General Plan, the City shall, prior to project approval, require a geology and soils report prepared by a registered geologist, professional civil engineer with expertise in soil mechanics or foundation engineering, or by a certified engineering geologist, and shall consider, describe, and analyze the following:
- a. Site topography, extending the surveying work beyond the site as needed to depict unusual conditions that might affect the site;
 - b. Historic, current and foreseeable shoreline erosion, including investigation of recorded land surveys and tax assessment records in addition to the use of historic maps and photographs where available and feasible changes in shore configuration and sand transport;
 - c. Geologic conditions, including soil, sediment and rock types and characteristics in addition to structural features, such as bedding, joint and faults;
 - d. Impact of construction activity on the stability of the site adjacent area;
 - e. Potential erodibility of site and mitigating measures to be used to ensure minimized erosion problems during and after construction;
 - f. Effects of marine erosion on shoreline areas;
 - g. Potential effects of seismic forces resulting from a maximum credible earthquake;
 - h. Any other factors that might affect slope stability.

The report shall evaluate the off-site impacts of development and the additional impacts that might occur due to the proposed development. The report shall also detail mitigation measures for any potential impacts and outline alternative solutions. The report shall express a professional opinion as to whether the project can be designed so that it will neither be subject to nor contribute to significant onsite or offsite geologic instability throughout the life-span of the project. (LCP Policy 7.6)

Goal 7.C: Fire Safety

None

Goal 7.D: Flooding

7.D.1. The City shall prohibit high density residential and other high occupancy development, including new hospitals, schools, residential development with a gross density of 8 units per acre or more, office buildings 10,000 square feet in size or larger, or visitor-serving structural developments 5,000 square feet in size or larger, from locating in flood hazard areas, as designated on the Federal Emergency Management Agency Flood Insurance Rate Maps (FIRM), dated June 1, 1982, unless they are constructed with a finished foundation that extends above the 100-year flood level and meet all applicable drainage policies of this General Plan. Other development in flood hazard areas shall incorporate mitigation measures that minimize the potential for flood damage, including development siting and use of flood proofing techniques and materials, consistent with other land use plan policies. (LCP Policy 7.2)

Goal 7.E: Hazardous Materials and Toxic Contamination

None

Goal 7.F: Emergency Response

None

Goal 7.G: Residential Noise Exposure

None

Goal 7.H: Noise Compatibility

None

Health and Safety Implementation Programs

None

SECTION 8: ADMINISTRATION AND IMPLEMENTATION

None

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